HEXAGON TRANSPORTATION CONSULTANTS, INC.

Avenues the World School

Draft Traffic Analysis

Prepared for:

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March 12, 2020

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Executive Summary

This report presents the results of the traffic analysis conducted for the proposed Avenues School at the northeast corner of Meridian Avenue and Parkmoor Avenue in San Jose, California. This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development.

The proposed private school would serve grades toddler through 12th grade with a maximum student enrollment of 2,744 and an estimated 480 staff and employees. The project site currently includes two office buildings (550 and 570 Meridian Avenue), each three stories, totaling 153,413 square feet (sf), a 4-level parking structure with 642 parking spaces, three large warehouse buildings (529, 581 and 691 Race Street) totaling 150,204 sf, and a smaller office building (1401 Parkmoor Avenue) with 60,060 sf. The proposed school would repurpose the existing office buildings at 550 and 570 Meridian Avenue and the parking garage and demolish the warehouse/industrial buildings.

Access to the project site is currently provided by unsignalized driveways on Harmon Avenue, Parkmoor Avenue, and Race Street. The project is proposing one-way traffic flow on-site, with entrances at the existing driveways on Harmon Avenue and at a new driveway on Race Street. Vehicles would exit the project site with two restricted right-turn only driveways on Parkmoor Avenue.

The potential impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San Jose. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook 2018*, the transportation analysis report for the project includes a CEQA transportation analysis (TA) and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of Vehicle Miles Traveled (VMT). VMT is defined in Chapter 1 of this report. The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak-hour traffic conditions for signalized intersections. The LTA also includes an analysis of site access, on-site circulation, parking, and effects to transit, bicycle, and pedestrian facilities.

CEQA Transportation Impacts

Project Vehicle Miles Traveled (VMT) Impacts and Mitigation Measures

Project Impact: The project generated per-student VMT would exceed the existing per-student VMT by 17%. The project generated per-staff VMT would exceed the existing per-employee VMT threshold by 3%. Therefore, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

Mitigation Measures: As shown in Appendix G, the project is committed to implementing a Transportation Demand Management (TDM) plan that will reduce student VMT by 17% and staff VMT by 3%. With the implementation of the proposed TDM plan, the project impact on VMT would be *less than significant*. The following VMT mitigation measures would be implemented through the TDM plan to achieve a less than significant impact:

- Trip Cap: allow a maximum of 1,795 AM peak hour trips to be generated by the project
- Commute Trip Reduction Marketing/Educational Campaign: promote the use of transit, shared rides, walking, and bicycling through a TDM Coordinator
- School Carpool Program: coordinate carpools amongst parents
- Alternative Work Schedules/Staggered Class Start Times: shift schedules or commute outside of peak congestion periods by staggering the start time for classes for staff and students
- Staff Parking "Cash-Out" Program: provide staff the choice to forgo subsidized/free parking for a cash payment equivalent to the cost that the school would otherwise pay for the parking space
- Bicycle Storage: provide safe storage (lockers or racks) for staff and students to park their bicycles to encourage commuting by bicycle
- Showers/Changing Rooms: provide showers and changing rooms to encourage students and staff to walk or bike to and from school
- Bike Sharing Program: provide land or subsidies for a bike sharing system
- Subsidized or Discounted Transit Program: provide partially or fully subsidized/discounted transit passes
- Free Direct Shuttle/Bus Service: provide shuttle service between the school and areas with high concentrations of student residence

In addition to implementing a TDM program with an AM peak hour trip cap, the project would also facilitate completion of various offsite improvements (see Chapter 4 for a detailed list) proposed by City that would improve multimodal facilities around the project site. It is our understanding that the project would be built in phases. The off-site improvements would also be built in phases. The project applicant will coordinate with City staff to ensure the appropriate number of off-site improvements are built during each phase commensurate with the student capacity for each phase.

CEQA Cumulative Impacts

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

- The project site is adjacent to a light rail station, as well as bus services and bicycle lanes.
- The project would increase the equivalent employment density in the project area.
- The project is located within the Race Street Light Rail Urban Village.

Urban villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals. The urban village strategy fosters:

- Mixed residential and employment activities that are attractive to an innovative workforce
- Revitalization of underutilized properties that have access to existing infrastructure
- Densities that support transit use, bicycling, and walking
- High-quality urban design

Therefore, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

Project Trip Generation

Vehicle trips that would be generated by the proposed school during the AM peak hour were estimated using average trip rates from various similar schools. Trips generated by staff were assumed as one trip per staff member and that 60% of all staff will arrive within the AM peak hour and 30% of all staff will leave during the PM peak hour.

During the PM peak hour, rates for the toddler, ELC program, and kindergarten program were estimated using the percent of students dismissed during the PM peak hour. Students in grades 6-12 are all expected to leave between 4:00 pm and 5:30 pm. Therefore, the AM rate was divided by 1.5 hours to estimate the rate for the peak PM hour.

The project would create a VMT impact, therefore a trip reduction is necessary. The TDM measures propose a trip cap of 1,795 trips during the AM peak hour. Therefore, a trip reduction of 832 trips was applied for the AM peak hour. Based on the proposed TDM measures, the project can apply a 17% student trip reduction and a 3% staff trip reduction for the PM peak hour.

The project site is currently occupied by multiple office buildings and a warehouse that will be demolished as part of the proposed project. Trips that are generated by existing uses to be removed can be subtracted from the gross project trip generation estimates. Trips generated by the existing buildings were calculated based on driveway counts conducted in May 2019.

After applying the trip rates to the proposed project and applying the appropriate trip adjustments and credits, the project would generate 1,741 new trips (1,009 in and 732 out) during the AM peak period and 860 new trips (304 in and 556 out) during the PM peak period.

Intersection Traffic Operations

Based on the City of San Jose intersection operations analysis criteria, none of the study intersections would be adversely affected by the project.

Freeway Segment Capacity Analysis

The results of the CMP freeway segment capacity analysis are summarized in Table ES-1. Because the trips generated by the proposed school would contribute trips equivalent to more than one percent of the capacity on seven of the studied freeway segments, the project would cause a substantial increase in traffic on the freeway segments in the study area. Thus, the project would have an adverse effect on nearby freeway segments.

Mitigation of the freeway impacts would require either widening the freeway or reducing the project trips to a level of insignificance. Caltrans has no plans to widen I-280, and the cost of widening the freeway is beyond the capability of the school project. In order to eliminate the project impact through TDM, it would be necessary to reduce project trips by 65%. This level of trip reduction is not feasible. The City has proposed multimodal improvements surrounding the project site, which the project applicant will facilitate completion of. These multimodal improvements and the TDM program would encourage the use of alternative modes of transportation and minimize the adverse effects to the freeways.

Table ES- 1
Freeway Segment Capacity Analysis Summary

Freeway Segment		Dir	Peak Hour	Existing Conditions Mixed-Flow/HOV # of Lanes[1]	Capacity[2]	Volume (veh/ln)	Density	LOS[3]	Existing Plus Project Conditions Mixed-Flow # of Lanes[1]	Capacity[2]	Volume (veh/ln)	Density	LOS[4]	Project Trips Mixed-Flow Project Trips	% of Capacity
I-280	SR 87 Off-Ramp to SR 87 On-Ramp	W	AM	4	9,200	1,742	55	E	4	9,200	1,994	**63**	**F**	252	**2.7%**
			PM	4	9,200	1,391	**67**	**F**	4	9,200	1,501	**72**	**F**	110	**1.2%**
I-280	Bird Avenue On-Ramp to Race St/Southwest Expy Off-Ramp	W	AM	5	11,500	1,660	**58**	**F**	5	11,500	1,747	**61**	**F**	87	0.8%
			PM	5	11,500	1,776	54	E	5	11,500	1,817	55	E	41	0.4%
I-280	Race St/Southwest Expy Off-Ramp to Leigh Ave/Bascom Ave Off-Ramp	W	AM	4	9,200	1,415	**66**	**F**	4	9,200	1,415	**66**	**F**	0	0.0%
			PM	4	9,200	1,992	40	D	4	9,200	1,992	40	D	0	0.0%
I-280	Leigh Ave/Bascom Ave Off-Ramp to Menker Avenue On-Ramp	W	AM	5	11,500	861	**83**	**F**	5	11,500	861	**83**	**F**	0	0.0%
			PM	5	11,500	1,976	37	D	5	11,500	1,976	37	D	0	0.0%
I-280	Menker Avenue On-Ramp to Leland Avenue On-Ramp	W	AM*	6	13,800	2,627	**235**	**F**	5	11,500	2,627	**235**	**F**	0	0.0%
			PM	6	13,800	3,244	**71**	**F**	5	11,500	3,244	**71**	**F**	0	0.0%
I-280	Leland Ave On-Ramp to SR 17 On Ramp	W	AM*	7	16,100	2,389	**221**	**F**	6	13,800	2,632	**244**	**F**	243	**1.5%**
			PM	7	16,100	3,137	**58**	**F**	6	13,800	3,276	**61**	**F**	139	0.9%
I-280	SR 17 On-Ramp to Meridian Ave Off-Ramp	E	AM	6	13,800	3,010	48	C	5	11,500	3,262	52	E	252	1.8%
			PM	6	13,800	2,149	**239**	**F**	5	11,500	2,259	**251**	**F**	110	0.8%
I-280	Meridian Ave Off-Ramp to Southwest Expy On-Ramp	E	AM	4	9,200	1,759	29	D	4	9,200	2,012	33	D	253	2.8%
			PM	4	9,200	796	**85**	**F**	4	9,200	906	**96**	**F**	110	**1.2%**
I-280	Southwest Expy On-Ramp to Bird Ave Off-Ramp	E	AM	5	11,500	1,786	53	E	5	11,500	2,022	**61**	**F**	236	**2.1%**
			PM	5	11,500	1,028	**78**	**F**	5	11,500	1,166	**88**	**F**	138	**1.2%**
I-280	Bird Ave Off-Ramp to SR 87 Off-Ramp	E	AM	5	11,500	1,705	56	E	5	11,500	1,941	**64**	**F**	236	**2.1%**
			PM	5	11,500	959	**80**	**F**	5	11,500	1,097	**91**	**F**	138	**1.2%**
I-280	SR 87 Off Ramp to Bird Ave On-Ramp	E	AM	4	9,200	1,759	29	D	4	9,200	1,995	33	D	236	2.6%
			PM	4	9,200	923	**81**	**F**	4	9,200	1,061	**93**	**F**	138	**1.5%**
I-280	Bird Ave On-Ramp to 7th St Off-Ramp	E	AM	6	13,800	1,893	33	D	6	13,800	2,136	37	D	243	1.8%
			PM	6	13,800	911	**81**	**F**	6	13,800	1,050	**94**	**F**	139	**1.0%**

Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2018.
* Indicates exempt freeway segments operating at LOS F in 2018 for the peak hour period. No impacts determined
1. Number of lanes on each segment are taken from the Google Earth software.
2. Capacity is based on the capacities cited in VTA's *Transportation Impact Analysis Guidelines* (2014).
3. Level of service (LOS) of each segment are taken from VTA's *2018 CMP Monitoring Report*.
4. Project LOS of each segment is determined by the density (volume/average speed)
Bold indicates a substandard level of service.
Bold indicates a significant impact by the project.

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian or bicycle facilities in the study area. The proposed project would increase the northbound and southbound delays for transit Route 64B that currently operates on Meridian Avenue during either peak hour.

The following recommendation was identified to address issues associated with intersection queuing:

- It may be possible to lengthen the westbound left-turn pocket at the intersection of Southwest Expressway and Fruitdale Avenue by approximately 125 feet to accommodate future queuing issues.

The following recommendations were identified to address issues associated with the site plan and school operations:

- The project should deploy sufficient staff at each loading zone during morning drop-off operations to direct vehicles and guide students to their appropriate classrooms to ensure the maximum utilization of the loading zones.
- Student loading after school has the potential of being a hectic and inefficient process since it takes time for parents and students to locate each other. Staff and/or parent volunteers can facilitate the loading process to shorten the time parents wait for students to notice them in the loading zone. A staff member could be positioned near the driveway entrance at the street in advance of the loading zone and radio ahead to other staff positioned within the loading zone to announce the names of students who should be ready for pick up. A numbering system could be used to accomplish this. The number is displayed on the dash of the vehicle and is associated with a particular student.
- The school should notify all students and parents not to arrive too early for pick-up if arriving before afternoon dismissal. Parking and waiting along the neighborhood streets should be prohibited.
- The school should move the driveway of the parking garage accessed by Race Street to be before the start of the drop off lane in order to provide better access to the garage.
- The project should widen the proposed 20-foot drive aisles within the proposed garage to 26 feet.
- The project should make allowance for the future development of a cul-de-sac at the terminus of Harmon Avenue for emergency vehicle turnaround.

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1. Introduction

This report presents the results of the traffic analysis conducted for the proposed Avenues School at the northeast corner of Meridian Avenue and Parkmoor Avenue in San Jose, California (see Figure 1). This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development.

The proposed private school would serve grades toddler through 12th grade with a maximum student enrollment of 2,744 and an estimated 480 staff and employees. The project site currently includes two office buildings (550 and 570 Meridian Avenue), each three stories, totaling 153,413 square feet (sf), a 4-level parking structure with 475 current parking spaces, three large warehouse buildings (529, 581 and 691 Race Street) totaling 150,204 sf, and a smaller office building (1401 Parkmoor Avenue) with 60,060 sf. The proposed school would repurpose the existing office buildings at 550 and 570 Meridian Avenue and the parking garage and demolish the warehouse/industrial buildings (see Figure 2).

Access to the project site is currently provided by unsignalized driveways on Harmon Avenue, Parkmoor Avenue, and Race Street. The project is proposing one-way traffic flow on-site, with entrances at the existing driveway on Harmon Avenue and a new driveway on Race Street. Vehicles would exit the project site with two restricted right-turn only driveways on Parkmoor Avenue.

The project site is located within the Race Street Light Rail Urban Village per the Envision San Jose 2040 General Plan. Urban villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals. The urban village strategy fosters:

- Mixed residential and employment activities that are attractive to an innovative workforce
- Revitalization of underutilized properties that have access to existing infrastructure
- Densities that support transit use, bicycling, and walking
- High-quality urban design

The project fronts Meridian Avenue, which is designated as a Grand Boulevard within the Envision San Jose 2040 General Plan. Grand Boulevards are designated as major transportation corridors that link land uses with transportation facilities. The Santa Clara Valley Transportation Authority (VTA) operates local route 64B along Meridian Avenue.

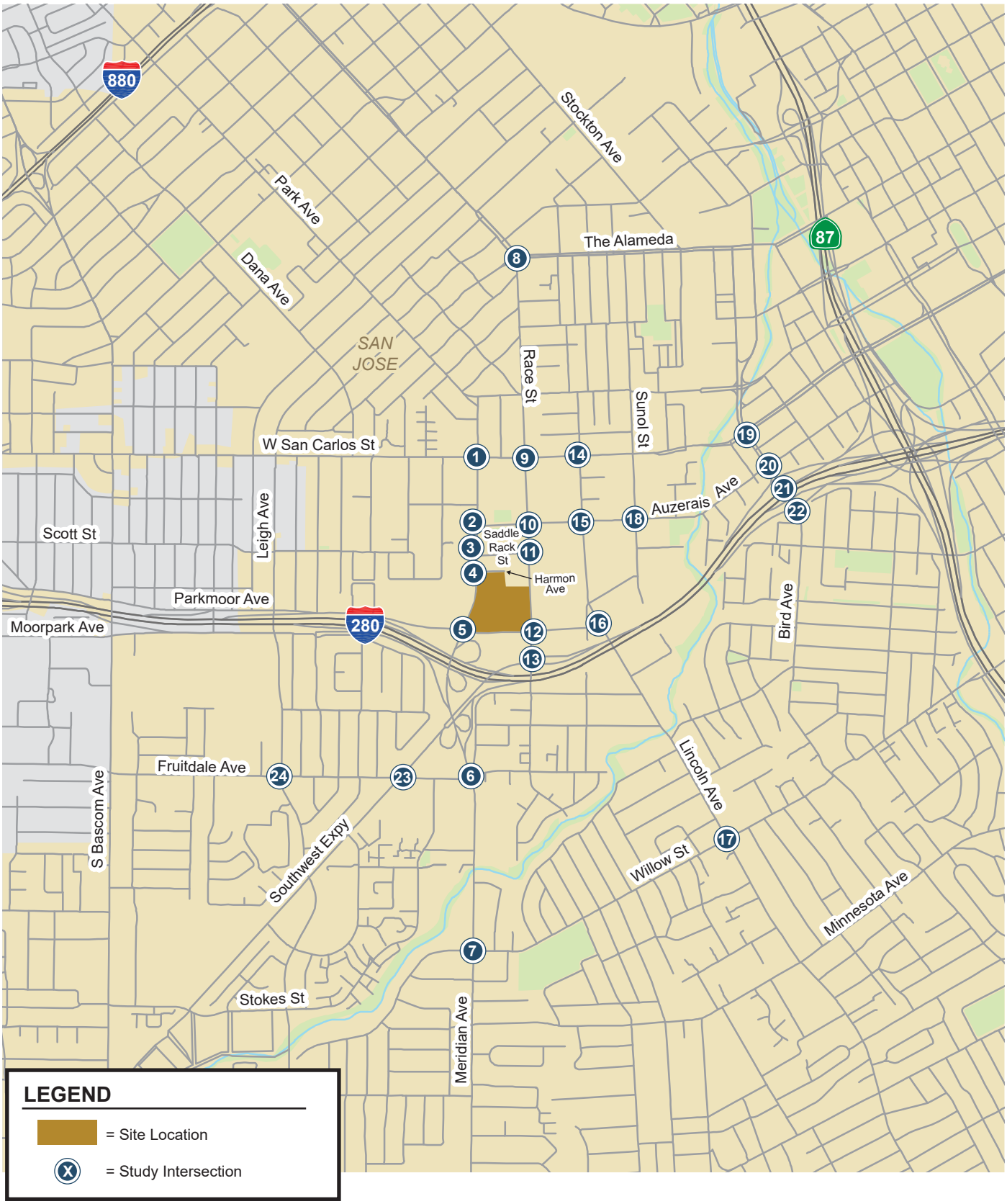


Figure 1
Site Location and Study Intersections

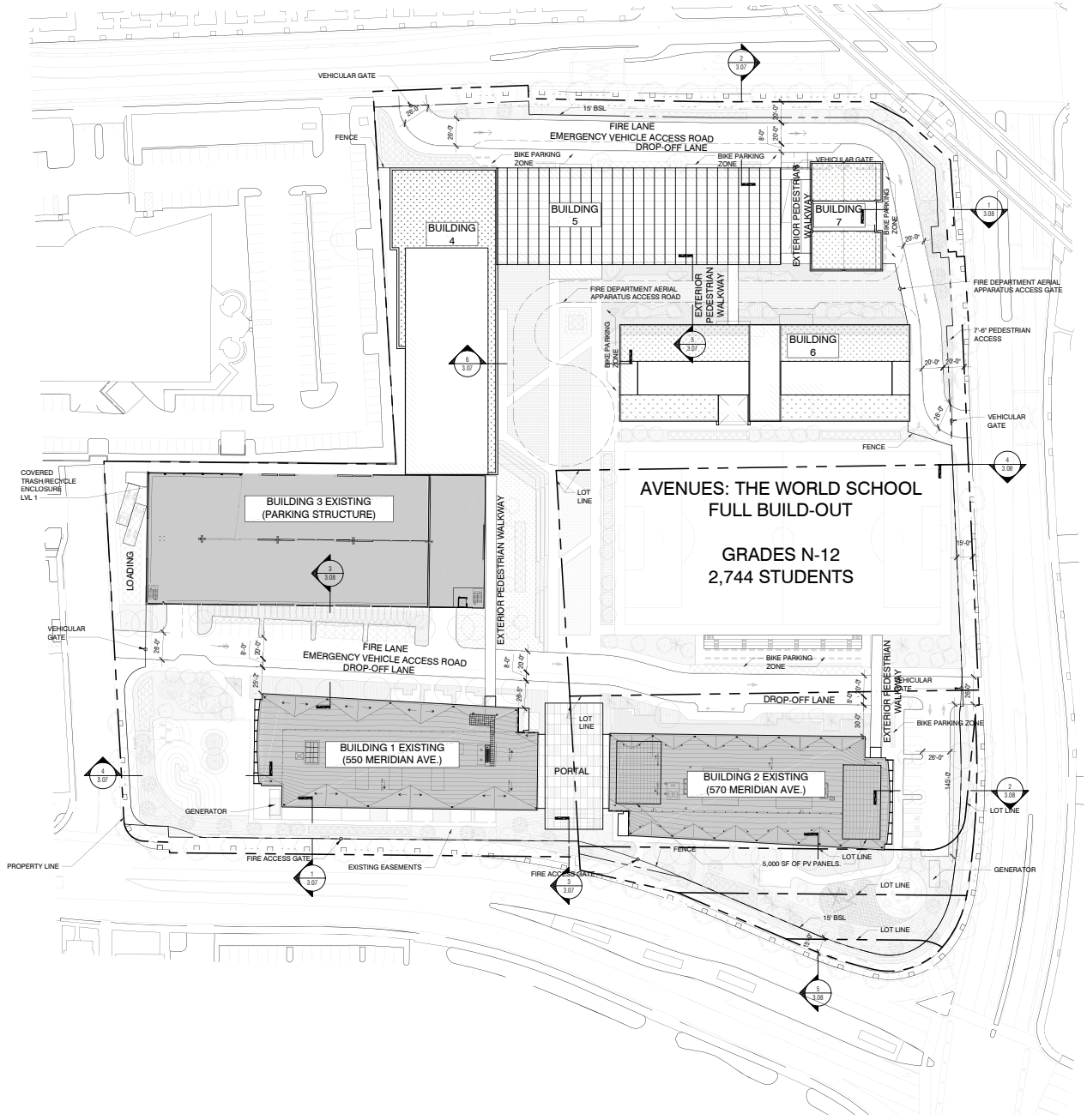


Figure 2
Site Plan

NORTH
Not to Scale

The potential impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San Jose. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook 2018*, the transportation analysis report for the project includes a CEQA transportation analysis (TA) and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of Vehicle Miles Traveled (VMT). VMT is defined below. The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak-hour traffic conditions for signalized intersections. The LTA also includes an analysis of site access, on-site circulation, parking, and effects to transit, bicycle, and pedestrian facilities.

Transportation Policies

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

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

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

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- Through the entitlement process for new development, projects shall be required to fund, or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity (TR-1.9);

- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose (TR-2.10);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);
- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Require large employers to develop and maintain TDM programs to reduce the vehicle trips generated by their employees (TR-7.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services (TR-8.1);
- Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages automobile use (TR-8.2);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and

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by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);

- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope and Methodology

The City of San Jose's Transportation Analysis Policy (Policy 5-1) establishes procedures for determining project impacts on Vehicle Miles Traveled (VMT) based on project description, characteristics, and/or location. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end at the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

Analysis Methodology

A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. Given the unique size and land use of the proposed project, the City of San Jose has determined that the project VMT per student needs to be compared to the existing VMT per student and that the project VMT per staff needs to be compared to existing office VMT per employee in the same area.

Thresholds of Significance

As established in the Transportation Analysis Policy, the VMT impact thresholds are 15 percent below the regional average for office developments. Thus, projects that include general employment uses (office) are said to create a significant adverse impact when the estimated project generated VMT exceeds the existing regional average VMT per employee minus 15 percent. Currently, the reported regional average is 14.37 VMT per employee. This equates to a significant impact threshold of 12.22 VMT per employee. The project's staff VMT will be compared against the 12.22 VMT per employee threshold.

For student VMT, the threshold of significance is defined as the existing VMT per student (see Appendix G for a detailed discussion of the student VMT threshold).

Local Transportation Analysis Scope

The Local Transportation Analysis (LTA) supplements the VMT analysis by identifying potential adverse operational effects that may arise due to a new development, as well as evaluating the effects of a new development on site access, circulation, and other safety-related elements in the proximate area of the project.

As part of the LTA, a project is required to conduct an intersection operations analysis if the project is expected to add 10 or more vehicle trips per hour per lane to any signalized intersection that is located within a half-mile of the project site and is currently operating at LOS D or worse. Based on these criteria, as outlined in the City's *Transportation Analysis Handbook,* a list of study intersections is developed. Note that signalized intersections that do not meet all the criteria may be added to the list of study intersections at the City's discretion. The LTA comprises an analysis of AM and PM peak hour traffic conditions for the following 22 signalized intersections and two unsignalized intersections:

Study Intersections:

1. Meridian Avenue and San Carlos Street
2. Meridian Avenue and Auzerais Avenue
3. Meridian Avenue and Saddle Rack Street
4. Meridian Avenue and Harmon Avenue (unsignalized)
5. Meridian Avenue and Parkmoor Avenue
6. Meridian Avenue and Fruitdale Avenue
7. Meridian Avenue and Willow Street
8. Race Street and The Alameda*
9. Race Street and San Carlos Street
10. Race Street and Auzerais Avenue
11. Race Street and Saddle Rack Street
12. Race Street and Parkmoor Avenue
13. Race Street and I-280 off-ramp (unsignalized)
14. Lincoln Avenue and San Carlos Street
15. Lincoln Avenue and Auzerais Street
16. Lincoln Avenue and Parkmoor Avenue
17. Lincoln Avenue and Willow Street
18. Sunol Street and Auzerais Avenue
19. Bird Avenue and San Carlos Street*
20. Bird Avenue and Auzerais Avenue
21. Bird Avenue and I-280 (north)*
22. Bird Avenue and I-280 (south)*
23. Southwest Expressway and Fruitdale Avenue
24. Leigh Avenue and Fruitdale Avenue

* Denotes CMP intersection

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Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday. Traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak hour traffic volumes were obtained from the 2018 CMP Annual Monitoring Report and new manual turning-movement counts (included in Appendix B). The new count data have been reviewed and approved by City of San Jose Department of Transportation staff for use in this traffic study. The signalized study intersections were evaluated with a level of service analysis using TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology.
- ***Background Conditions*.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project. The ATI sheets are contained in Appendix C.
- ***Background Plus Project Conditions.*** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project.

The LTA also includes an analysis of site access, on-site circulation, vehicle queuing, and effects to transit, bicycle, and pedestrian facilities.

Evaluation of CMP Freeway Segments

The project is expected to add more than 100 net new peak-hour vehicle trips to the roadway network. Thus, a CMP freeway analysis was prepared to be consistent with the methodologies set forth in the VTA's *Transportation Impact Analysis Guidelines* (2014). following I-280 freeway segments were evaluated for level of service, based on the 2018 Santa Clara VTA CMP Monitoring Study:

Study Freeway Segments:

1. SR-87 Diagonal Off-Ramp to SR-87 Diagonal On-Ramp (NB)
2. Bird Ave Diagonal On-Ramp to Meridian Ave Diagonal Off-Ramp (NB)
3. Menker Ave Diagonal On-Ramp to Leland Ave Diagonal On-Ramp (NB)
4. Bascom Ave Diagonal Off-Ramp to Leland Ave (SB)
5. Leland Ave to Meridian Ave Diagonal Off-Ramp (SB)
6. Meridian Ave Diagonal Off-Ramp to Moorpark Ave Diagonal On-Ramp (SB)
7. Moorpark Ave Diagonal Off-Ramp to Meridian Ave LOOP Off-Ramp (SB)
8. Southwest Expressway Diagonal On-Ramp to Bird Ave Diagonal Off-Ramp (SB)
9. Bird Ave Diagonal Off-Ramp to Bird Ave Diagonal On-Ramp (SB)
10. SR-87 Diagonal On-Ramp to 1st St Loop On-Ramp (SB)

Intersection Operations Analysis Methodology

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

All study intersections are located within the City of San Jose and were evaluated based on the City of San Jose level of service standard.

Data Requirements

The data required for the analysis were obtained from previous traffic studies, new traffic counts, the City of San Jose, the 2018 CMP Annual Monitoring Report, and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing
- average speeds on freeway segments
- a list of approved and planned projects

Analysis Methodologies and Level of Service Standard

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

Signalized Intersections

The signalized study intersections are subject to the City of San Jose's level of service standards. The City of San Jose level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations on the basis of average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersections level of service methodology, the City of San Jose methodology employs the CMP defaults values for the analysis parameters. The City of San Jose level of service standard for intersections is LOS D or better. The correlation between average delay and level of service is shown in Table 1.

CMP Signalized Intersections

Since TRAFFIX is the designated level of service methodology for the CMP and the City of San Jose, the CMP study intersection of Race Street and The Alameda is not analyzed separately, but rather is among the signalized intersections analyzed using TRAFFIX. The only difference between the City of San Jose and CMP analyses is that the CMP level of service standard for signalized intersections is LOS E or better.

Unsignalized Intersections

The City has not established a level of service standard for unsignalized intersections. The following side-street stop-controlled study intersections were analyzed for potential operational issues.

1. Meridian Avenue and Harmon Avenue
2. Race Street and I-280 Off-ramp

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Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

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

Source: Transportation Research Board, *2010 Highway Capacity Manual,* (Washington, D.C., 2010).

Adverse Intersection Operations Effects

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

1. The level of service at the intersection degrades from an acceptable level (LOS D or better) under background conditions to an unacceptable level under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F) under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

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

Adverse effects at signalized intersections can be addressed by one of the following approaches:

- Construct improvements to the subject intersection or other roadway segments of the Citywide transportation system to increase overall capacity, or
- Reduce project-generated vehicle trips (e.g., implement a "trip cap") to eliminate the adverse operational effects and restore intersection operations to background conditions. The extent of trip reduction should be set at a level that is realistically attainable through proven methods of reducing trips.

Intersection Vehicle Queuing Analysis

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

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

Where:

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular left-turn movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections are evaluated based on the delay experienced at the specific study turn movement.

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Freeway Segment Analysis Methodology

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N*S)$$

Where:

D = density, in vehicles per mile per lane (vpmpl)
V = peak hour volume, in vehicles per hour (vph)
N = number of travel lanes
S = average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 2. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Table 2
Freeway Segment Level of Service Definitions Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	11.0 or less
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	11.1 to 18.0
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	18.1 to 26.0
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	26.1 to 46.0
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	46.1 to 58.0
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	greater than 58.0

Source: VTA Traffic Level of Service Analysis Guidelines (June 2003), Table 1.
Transportation Research Board, 2000 Highway Capacity Manual (Washington, D.C., 2000)

Freeway Ramp Traffic Operations

A freeway ramp operations analysis was performed to identify the effects of project traffic on the vehicle queues at the stop-controlled off-ramp at Race Street. Ramp operations at the study ramp were based on field observations during the AM and PM peak hours of traffic. It should be noted that the evaluation of freeway ramps is not required based on the VTA's Guidelines, nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

CMP Definition of Significant Freeway Segment Impacts

The CMP defines an acceptable level of service for freeway segments as LOS E or better. A project is said to create an adverse effect on traffic conditions on a freeway segment if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F with the addition of project trips, or
2. The level of service on the freeway segment is already operating at an unacceptable LOS F and the number of project trips added to the segment constitutes at least one percent of capacity of the segment.

An adverse effect by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore freeway conditions to existing conditions or better.

Report Organization

This report has a total of five chapters. Chapter 2 describes existing transportation conditions including VMT of the existing land uses in the proximity of the project, the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the project VMT impact analysis, mitigation measures to reduce the VMT impact, and cumulative transportation impact assessment. Chapter 4 describes the local transportation analysis including operations of study intersections, the methods used to estimate project-generated traffic, and the project's effects on the transportation system. Chapter 5 describes the analysis of other transportation issues including site access and circulation, freeway ramps, parking, transit services, bicycle and pedestrian facilities, and vehicle queuing.

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2. Existing Conditions

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the Local Transportation Analysis (see Chapter 4).

Existing Roadway Network

Regional access to the project site is provided via I-280 and SR 87. Direct access to the site is provided via Meridian Avenue, Parkmoor Avenue, and Race Street. These facilities are described below.

I-280 is a predominantly north-south freeway that is oriented in an east-west direction in the vicinity of the project. It is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) that extends northward through San Francisco and southward through San Jose. The HOV lane begins and ends west of the Leland Avenue overpass when traveling northbound and southbound, respectively. Access to and from the site is provided via interchanges at Bird Avenue, Meridian Avenue, and Race Street.

SR 87 is a north-south freeway that resides entirely within San Jose, extending from SR 85 northward to US 101. SR 87 is a six-lane freeway with four mixed-flow lanes and two HOV lanes. It connects to SR 85, I-280, I-880, and US 101. SR 87 provides access to the project site via a full interchange at I-280.

Meridian Avenue is a four-lane, north-south undivided roadway that extends from Park Avenue in the north to Camden Avenue in the south, where it transitions into Leyland Park Drive. Meridian Avenue includes sidewalks on both sides of the street, except where it crosses Southwest Expressway and I-280 and has a posted speed limit of 35 mph. Bike lanes are not provided. Meridian Avenue provides direct access to the project site, as well as access via Harmon Avenue.

Parkmoor Avenue is an east/west undivided roadway with a posted speed limit of 35 mph west of Leigh Avenue, 40 mph between Leigh Avenue and Meridian Avenue, and 30 mph east of Meridian Avenue. It extends from Lincoln Avenue in the east to Scott Street in the west. Parkmoor Avenue is a one-way street, westbound, west of Meridian Avenue. Parkmoor Avenue has two lanes between Lincoln Avenue and Northrup Street, three lanes between Northrup Street and Race Street, four lanes between Race Street and Meridian Avenue, and two lanes west of Meridian Avenue where it transitions into a one-way road until Bascom Avenue. Parkmoor Avenue provides direct access to the project site. Parkmoor Avenue has sidewalks on both sides of the street east of Meridian Avenue and has sidewalks on the westbound (north) side of the street west of Meridian Avenue. Bike lanes are provided on both sides of the street between Race Street and about 400 feet west of Meridian Avenue. The westbound bike lane ends about 1,000 feet west of Meridian Avenue.

Race Street is a north/south undivided roadway that provides direct access to the project site. It extends from The Alameda in the north to Fruitdale Avenue, where it transitions into Cherry Avenue. Race Street has two lanes for its entirety except between Saddle Rack Street and Parkmoor Avenue where it has four lanes. Race Street has a posted speed limit of 25 mph north of Auzerais Avenue and 30 mph south of Auzerais Avenue. Race Street provides direct access to the project site. Sidewalks are provided on both sides of the street, except for a small storefront section between San Carlos Street and Auzerais Avenue. Bike lanes are provided between The Alameda and Park Avenue and between San Carlos Street and Parkmoor Avenue.

Existing Pedestrian, Bicycle, and Transit Facilities

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

Existing Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks along the network of public streets and a pedestrian bridge crossing I-280 between College Drive and Parkmoor Avenue. Sidewalks are found along all previously described local roadways in the study area, with the exception of short intermittent segments of Auzerais Avenue, Race Street, and Meridian Avenue. Crosswalks with pedestrian signal heads and push buttons are located at all signalized intersections in the study area. The existing pedestrian network provides access between the project site and nearby transit stops.

Existing Bicycle Facilities

There are a number of roadways in the project study area that have Class II bike lanes (see Figure 3). Bike lanes currently exist on the following roadway segments:

- Park Avenue, between The Alameda and S Market Street
- Race Street, between The Alameda and Park Avenue and between W San Carlos Street and Parkmoor Avenue
- W Julian Street, between The Alameda and Stockton Avenue
- Stockton Avenue, between Emory Street and The Alameda/W Santa Clara Street
- W Santa Clara Street, between Stockton Avenue and N Almaden Boulevard
- S Montgomery Street, between W Santa Clara Street and W San Carlos Street
- W San Fernando Street, between Cahill Street and S 10th Street
- Auzerais Avenue, westbound between Sunol Street and the Los Gatos Creek Trail and westbound between Drake Street and Bird Avenue
- Parkmoor Avenue, between the I-280 off-ramp and Race Street
- Bird Avenue, between West Virginia Street and Coe Avenue and between Minnesota Avenue and Malone Road
- Willow Street, between Norman Avenue and Harliss Avenue/Lick Avenue
- Minnesota Avenue, between Weaver Drive and Lelong Street
- Lincoln Avenue, between San Carlos Avenue and Minnesota Avenue

There are three Class I bike paths in the project vicinity. The Guadalupe River Trail runs along SR 87 and the Guadalupe River, extending from West Virginia Street north to Alviso. The Los Gatos Creek Trail runs along Los Gatos Creek, between W San Carlos Street and Lonus Street and between Meridian Avenue and the Lexington Reservoir. Three Creeks Trail extends from Coe Avenue southeast to Kyva Park.

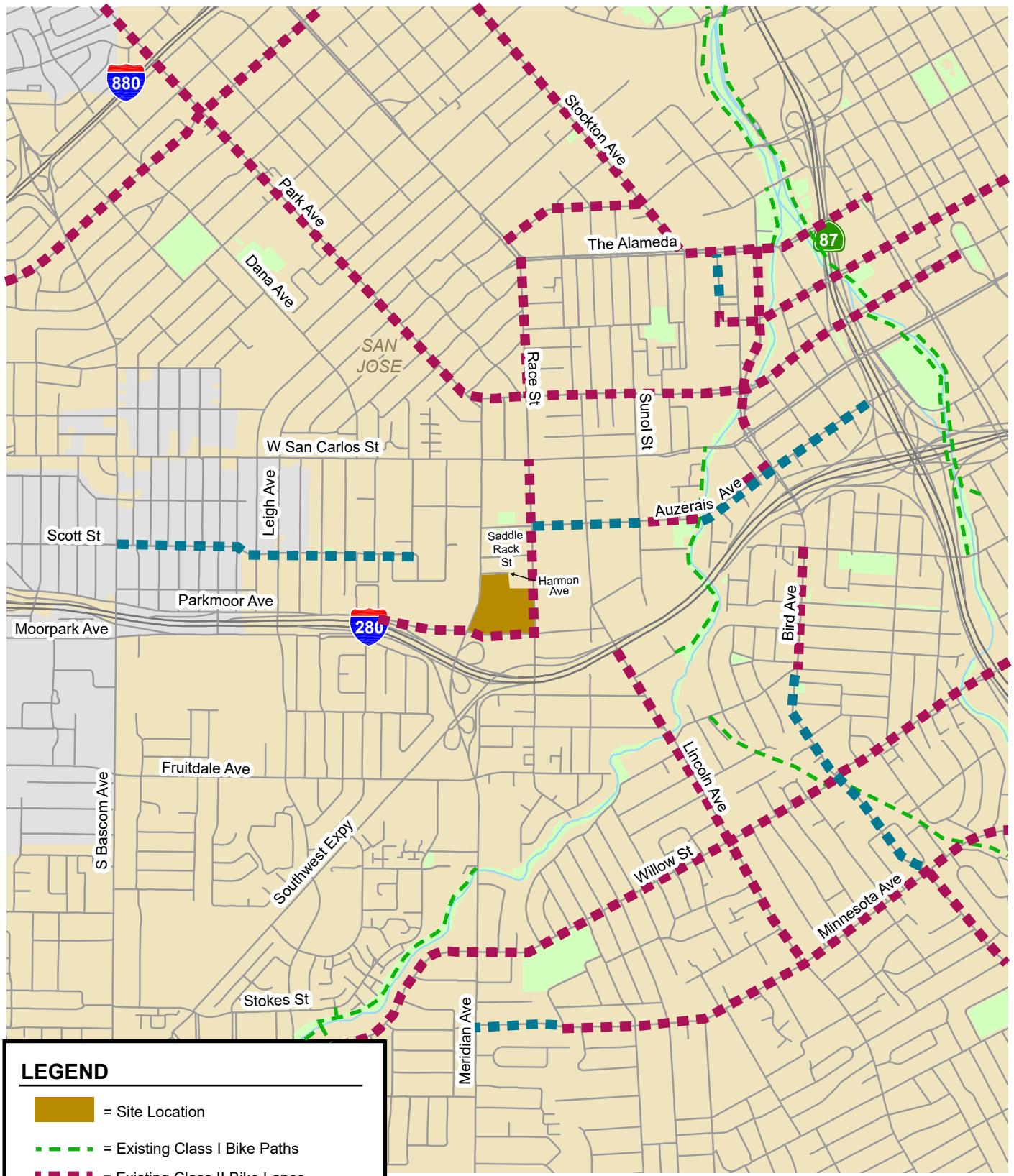


Figure 3
Existing Bicycle Facilities

NORTH
Not to Scale

There are Class III bike routes along the following roadways:

- Auzerais Avenue, between Saddle Rack Street and Delmas Avenue, with westbound Class II breaks as described above Bird Avenue, between Minnesota Avenue and Coe Avenue
- Minnesota Avenue between Meridian Avenue and Weaver Drive

Bike Share and Scooters

The City of San Jose participates in the Bay Area Ford GoBike bike share program, which allows users to rent and return bicycles at various locations in the area. The following Ford GoBike stations are located within a ½ mile walking distance of the project site: Auzerais Avenue & Lincoln Avenue, San Carlos Street & Meridian Avenue, Race Street & Parkmoor Avenue, and Sunol Street & San Carlos Street.

In addition, many companies provide dockless scooter rentals throughout the area. These services provide electric scooters with GPS unlocking systems that allow for rental and drop-off anywhere.

Existing Transit Services

Existing transit services near the project site are provided by the Santa Clara Valley Transportation Authority (VTA) and Caltrain (see Figure 4). Local bus route 64B operates along Meridian Avenue, Saddle Rack Street, and Race Street and stops just west of the project site. The closest bus stops serving Routes 23 and 523 are located at the intersection of W San Carlos Street and Grand Avenue, approximately a half-mile north of the project site. All the VTA bus routes within the project vicinity and their current headways are summarized in Table 3. Pedestrian facilities from the project site to the nearest bus stops are continuous.

Table 3
Existing Bus Routes

Transit Route	Route Description	Hours of Operation	Headway [1]
Frequent Route 23	De Anza College to Alum Rock Transit Center via Stevens Creek	5:00 am - 1:00 am	15 mins
Local Route 64B	Almaden Expressway/Camden to McKee/White	6:00 am - 9:00 pm	15-30 mins
Rapid Route 523	Berryessa BART to Lockheed Martin	5:30 am - 10:30 pm	15 mins

Notes:
[1] Approximate headways during peak commute periods.

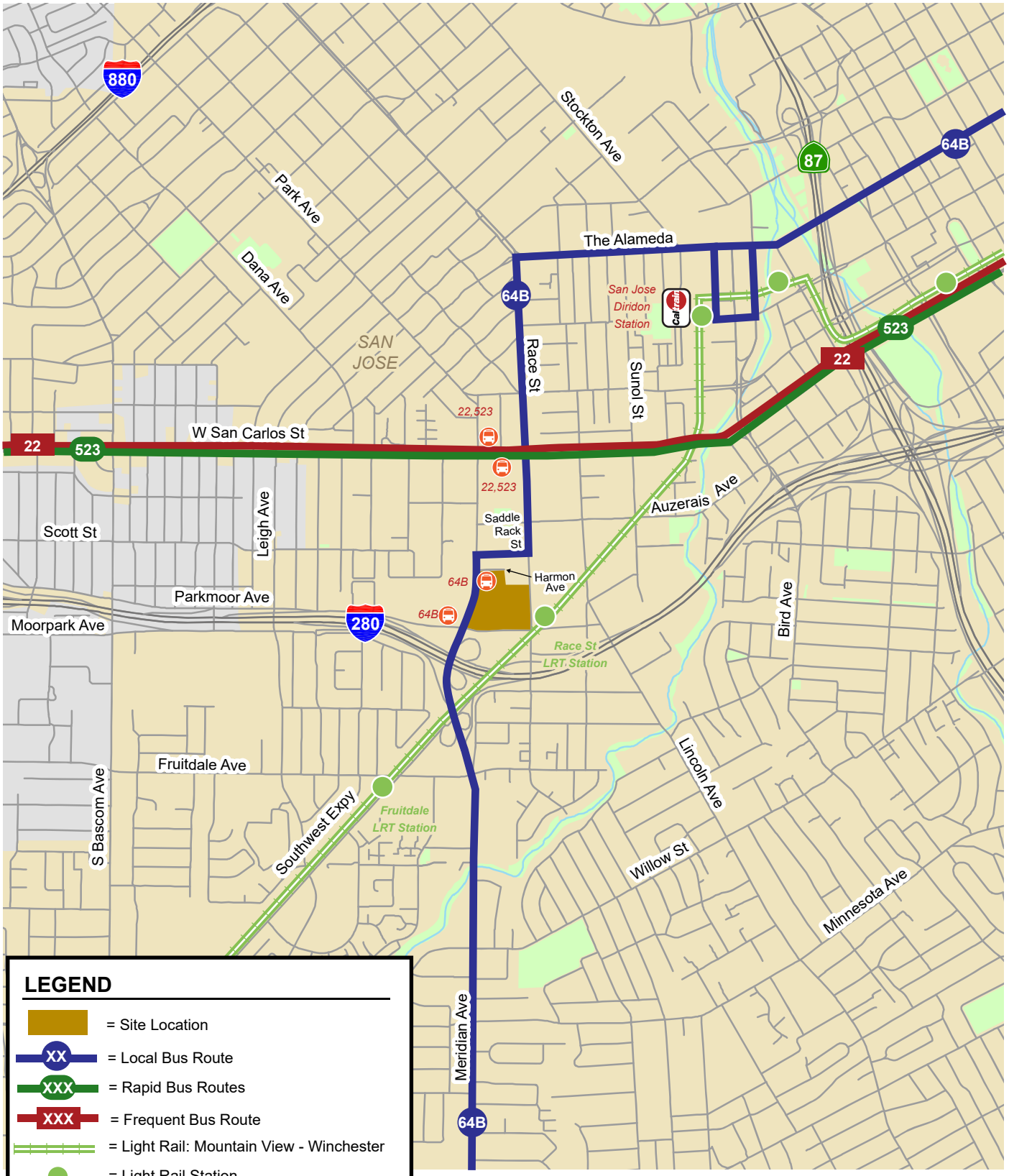


Figure 4
Existing Transit Services

VTA Light Rail Transit (LRT) Service

The VTA operates the light rail transit (LRT) line system that extends from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Mountain View and Sunnyvale. Service operates nearly 24-hours, every 15 minutes during much of the day. The Mountain View-Winchester LRT line (902) provides service to the Race LRT station from 5:00 AM to 12:30 AM. The Race LRT station is located on Race Street north of Parkmoor Avenue and is just across the street from the project site. Sidewalks are present, as well as striped bike lanes or marked bike route, on both sides of Race Street north of the station and Parkmoor Avenue west of the station.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The Race LRT line serves the San Jose Diridon Transit Center. The train station is two miles (a 12-minute bike ride) from the project site. The San Jose Diridon Transit Center is served by eight VTA bus routes, Hwy 17 Express, Altamont Corridor Express, Amtrak, Downtown Area Shuttle, Caltrain, VTA Light Rail, and Monterey – San Jose Express (MST 55). All Caltrain services stop at the San Jose Diridon Transit Center during commute hours five days a week between 4:28 AM and 10:30 PM in the northbound direction, with headways of 5-30 minutes, and between 6:31 AM and 1:42 AM in the southbound direction, with headways of 8-36 minutes. Caltrain provides extended service to Morgan Hill and Gilroy during the weekday commute hours. Baby Bullet trains also stop at the San Jose Diridon Transit Center with headways of 20 minutes in the northbound direction, and with headways of 20-35 minutes in the southbound direction.

Existing Intersection Lane Configurations

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

Observed Existing Traffic Conditions

Traffic conditions were observed in the field to identify existing operational deficiencies. Overall, the study intersections operate adequately during the weekday AM and PM peak hours. However, field observations showed that some operational issues currently occur near the project site as described below.

AM Peak Hour Observations (Between 7:00 AM and 9:00 AM)

Meridian Avenue and Willow Street

During the AM peak hour, long vehicle queues occasionally develop on westbound Willow Street. The vehicle queues occasionally extend past Shelton Way, which require up to two cycles to clear, but typically have no effect on the overall operation of the Meridian Avenue and Willow Street intersection.

Meridian Avenue and San Carlos Street

During the AM peak hour, the eastbound left-turn movement sometimes requires two signal cycles to clear due to frequent U-turns. The northbound through movement receives heavy demand, but usually clears in one signal cycle.

Race Street and San Carlos Street

During the AM peak hour, the westbound queue sometimes extends to Lincoln Avenue, but is able to clear in one signal cycle. The northbound left-turn movement receives heavy demand and frequently requires two signal cycles to clear.

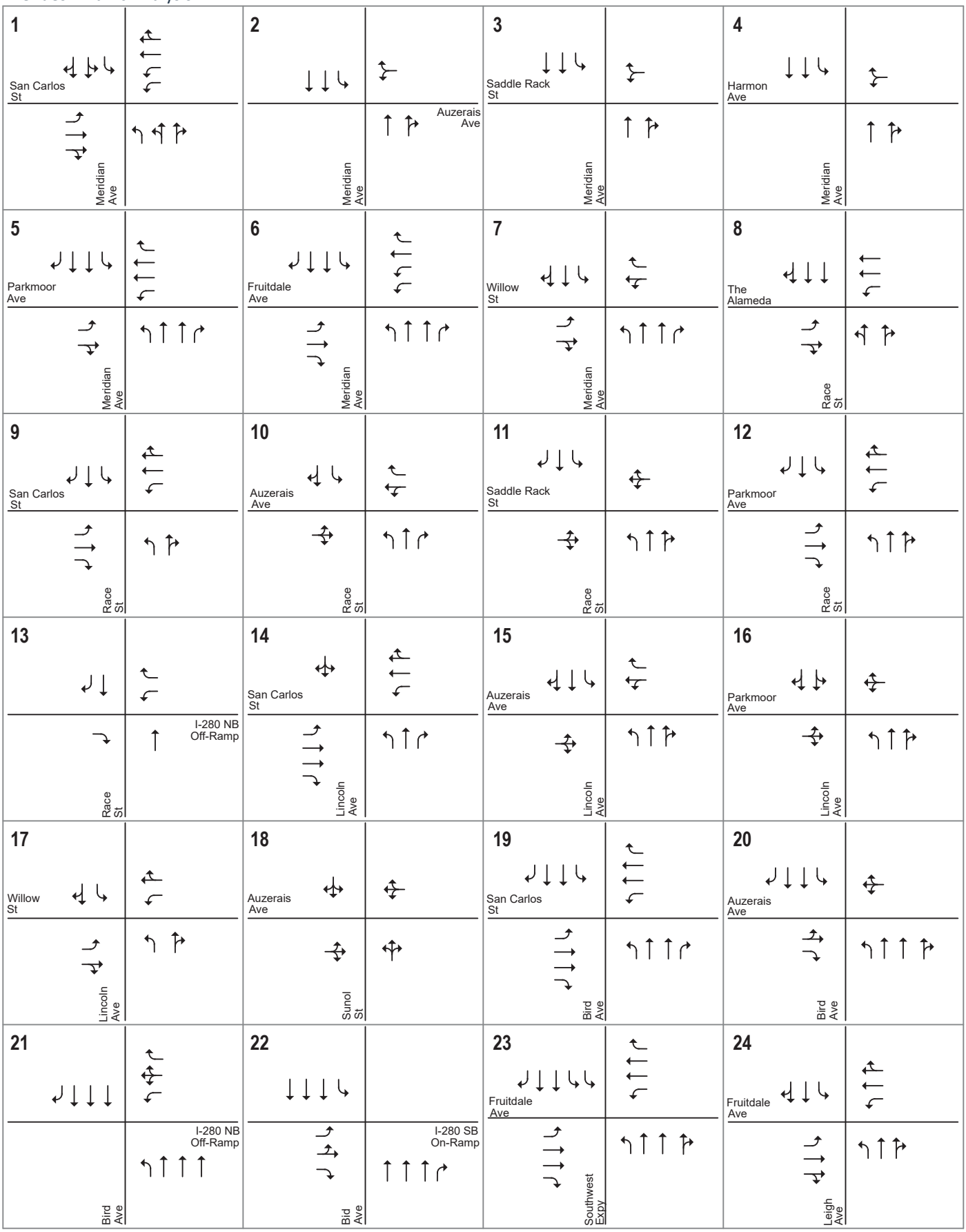


Figure 5
Existing Lane Configurations

Meridian Avenue and Fruitdale Avenue

During the AM peak hour, the northbound through movement receives heavy demand that frequently queues towards upstream intersections. Vehicles at the back of the northbound through movement queue require multiple cycles to clear the Fruitdale Avenue intersection. The eastbound left-turn movement receives heavy demand and frequently queues out of the turn pocket, requiring two signal cycles to clear. The westbound right-turn movement sometimes requires more than one signal cycle to clear.

Race Street and Parkmoor Avenue

During the AM peak hour, there is heavy demand for the eastbound through and northbound right-turn movements. Vehicles turning right into the BASIS School sometimes queue towards the Race Street and Parkmoor Avenue intersection, affecting traffic operations at this intersection. The northbound right-turn queue extends to the I-280 off-ramp but is able to clear within one signal cycle. The westbound through and northbound left-turn movements require one to two signal cycles to clear when the light rail passes.

Southwest Expressway and Fruitdale Avenue

During the AM peak hour, northbound vehicles frequently queue past upstream intersections and require one to two signal cycles to clear. The southbound left-turn movement receives heavy demand, but vehicles are able to clear the intersection in one cycle.

Bird Avenue and I-280 N On-ramp

During the AM peak hour, the northbound left-turn movement receives heavy demand and frequently queues out of the turn pocket, requiring two signal cycles to clear.

Bird Avenue and I-280 S On-ramp

During the AM peak hour, the southbound left-turn movement frequently requires two signal cycles to clear the intersection. The westbound left-turn movement was also observed to sometimes require two cycles to clear.

PM Peak Hour Observations (Between 4:00 PM and 6:00 PM)

Lincoln Avenue and Willow Street

During the PM peak hour, long queues occasionally develop downstream of the intersection on southbound Lincoln Avenue, which cause the southbound movements at the intersection to queue past El Abra Way. The queue occasionally takes two cycles to clear but does not affect the overall operation of the intersection.

Meridian Avenue and San Carlos Street

During the PM peak hour, long queues develop downstream of the intersection on eastbound San Carlos Street, which cause eastbound queues to extend from Meridian Avenue westward past upstream intersections. Most eastbound vehicles require multiple cycles to clear the intersection. The southbound left-turn queue sometimes spills out of the turn pocket but is usually able to clear the intersection in one cycle. The westbound left-turn queue frequently takes more than one cycle to clear, due to frequent U-turns.

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Race Street and San Carlos Street

During the PM peak hour, eastbound spillback queues from the Lincoln Avenue and San Carlos Street intersection affect traffic operations at this intersection. The eastbound queue extends to the Meridian Avenue and San Carlos Street intersection and often requires two cycles to clear.

Race Street and Auzerais Avenue

During the PM peak hour, the southbound left-turn movement receives heavy demand, and the queue sometimes extends out of the turn pocket, but vehicles are usually able to clear to the intersection in one signal cycle.

Lincoln Avenue and Auzerais Avenue

During the PM peak hour, the eastbound through movement receives heavy demand but is able to clear in one signal cycle. However, the westbound left-turn movement sometimes requires two cycles to clear due to heavy eastbound traffic.

Lincoln Avenue and San Carlos Street

During the PM peak hour, the eastbound through movement receives heavy demand. The eastbound queue frequently extends past Race Street and requires multiple signal cycles to clear.

Bird Avenue and San Carlos Street

During the PM peak hour, the southbound through movement receives heavy demand. Southbound vehicles frequently queue past upstream intersections and require two signal cycles to clear. Many vehicles on the eastbound and westbound approaches at this intersection are turning onto southbound Bird Avenue, and often require two signal cycles to clear the intersection. The northbound left-turn movement also frequently requires two cycles to clear.

Bird Avenue and Auzerais Avenue

During the PM peak hour, southbound spillback queues from the I-280 southbound on-ramp affect traffic operations at this intersection. At the Bird Avenue and Auzerais Avenue, the southbound vehicles frequently queue towards San Carlos Street and require two signal cycles to clear. The northbound left-turn queue was observed to occasionally extend into the Bird Avenue and I-280 N on-ramp intersection, impacting traffic operations at that intersection.

Bird Avenue and I-280 N On-ramp

During the PM peak hour, the inner southbound through lane is impacted by downstream spillback queues from the I-280 southbound on-ramp and requires multiple signal cycles to clear. The northbound left-turn movement queues out of the turn pocket a few times, requiring multiple signal cycles to clear. The westbound left-turn movement from the I-280 northbound off-ramp also requires two signal cycles to clear at times. The westbound left-turn movement was occasionally observed to be impacted by the northbound left-turn queue at the Bird Avenue and Auzerais Avenue intersection.

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3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT threshold of significance, the VMT impact analysis screening criteria, the project-level VMT impact analysis results, mitigation measures to reduce a VMT impact, and the cumulative transportation impact analysis used to determine consistency with the City's General Plan.

Project-Level VMT Impact Analysis

As discussed above, the project student VMT will be compared to the existing VMT per student. The methodology Hexagon used to evaluate project VMT per student and existing VMT per student are discussed in the VMT methodology memorandum included in Appendix G. As discussed in the memorandum, the per-student VMT generated by the proposed project would be approximately 17% above the existing per-student VMT, which would generate a VMT impact. Therefore, the project would be required to provide mitigation measures to reduce the project student VMT by 17%.

To determine whether the project staff trips would result in CEQA transportation impacts related to VMT, Hexagon utilized the City-developed San Jose VMT Evaluation Tool ("sketch tool"). The VMT analysis for the proposed school staff was conducted by converting the staff trip generation estimates to an equivalent office development (based on square footage). As discussed in Chapter 4 below, assuming 60% of the school's 480 staff generate a morning inbound trip, the project staff would generate 288 AM peak hour trips. This is equivalent to a 248 ksf office building. Based on the sketch tool and the project's APN, the project staff would generate 12.6 VMT per employee (see Figure 6). Compared to the threshold of 12.22 VMT per employee, the project staff would generate per-employee VMT approximately 3% above the significance threshold. Therefore, the project would be required to provide mitigation measures to reduce the project staff VMT by 3%.

Project Impacts and Mitigation Measures

Project Impact: The project generated per-student VMT would exceed the existing per-student VMT by 17%. The project generated per-staff VMT would exceed the existing per-employee VMT threshold by 3%. Therefore, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

Mitigation Measures: The project is committed to implementing a Transportation Demand Management (TDM) plan that will reduce student VMT by 17% and staff VMT by 3%. A description of the plan is included in Appendix H. With the implementation of the proposed TDM plan, the project impact on VMT would be *less than significant*. The following VMT mitigation measures would be implemented through the TDM plan to achieve a less than significant impact:

- Trip Cap: allow a maximum of 1,795 AM peak hour trips to be generated by the project
- Commute Trip Reduction Marketing/Educational Campaign: promote the use of transit, shared rides, walking, and bicycling through a TDM Coordinator
- School Carpool Program: coordinate carpools amongst parents
- Alternative Work Schedules/Staggered Class Start Times: shift schedules or commute outside of peak congestion periods by staggering the start time for classes for staff and students
- Staff Parking "Cash-Out" Program: provide staff the choice to forgo subsidized/free parking for a cash payment equivalent to the cost that the school would otherwise pay for the parking space
- Bicycle Storage: provide safe storage (lockers or racks) for staff and students to park their bicycles to encourage commuting by bicycle
- Showers/Changing Rooms: provide showers and changing rooms to encourage students and staff to walk or bike to and from school
- Bike Sharing Program: provide land or subsidies for a bike sharing system
- Subsidized or Discounted Transit Program: provide partially or fully subsidized/discounted transit passes
- Free Direct Shuttle/Bus Service: provide shuttle service between the school and areas with high concentrations of student residence

In addition to implementing a TDM program with an AM peak hour trip cap, the project would also facilitate completion of various offsite improvements (see Chapter 4 for a detailed list) proposed by the City that will improve multimodal facilities around the project site. It is our understanding that the project will be built in phases. The off-site improvements will also be built in phases. The project applicant will coordinate with City staff to ensure the appropriate amount of off-site improvements are built during each phase that commensurate with the student capacity for each phase. Adequate on-site parking will also be provided for each phase.

Cumulative Impact Analysis

Projects must demonstrate consistency with the Envision San Jose 2040 General Plan to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies.

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

- The project site is adjacent to a light rail station, as well as bus services and bicycle lanes.
- The project would increase the equivalent employment density in the project area.
- The project is located within the Race Street Light Rail Urban Village.

Urban villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals. The urban village strategy fosters:

- Mixed residential and employment activities that are attractive to an innovative workforce
- Revitalization of underutilized properties that have access to existing infrastructure
- Densities that support transit use, bicycling, and walking
- High-quality urban design

Therefore, based on the project description, the proposed project would be consistent with the *Envision San Jose General Plan.* The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

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Figure 6
San Jose VMT Evaluation Tool Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Avenues School
Location: 550 Meridian Avenue
Parcel: 26408063 Parcel Type: Urban Low Transit
Tool Version: 2/29/2019
Date: 3/12/2020
Proposed Parking Spaces Vehicles: 642 Bicycles: 751

LAND USE:

Residential:	
Single Family	0 DU
Multi Family	0 DU
Subtotal	0 DU
Office:	248 KSF
Retail:	0 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) 20
- With Project Density (DU/Residential Acres in half-mile buffer) 20

Increase Development Diversity
- Existing Activity Mix Index 0.59
- With Project Activity Mix Index 0.63

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) 16
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 20

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

Commute Trip Reduction Marketing/ Education
- Percent of Eligible Employees ..... 100 %

Employee Parking "Cash-Out" (On Site Parking)
- Percent of Eligible Eemployees ..... 100 %

Subsidized or Discounted Transit Program
- Percent of Transit Subsidy ..... 100 %

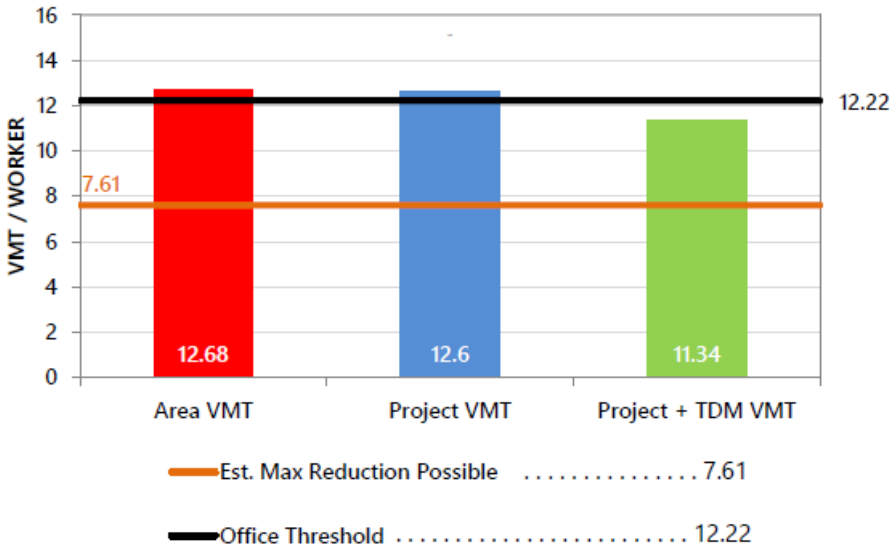
Ride-Sharing Programs
- Percent of Eligible Eemployees ..... 2 %

Figure 6 (continued)
San Jose VMT Evaluation Tool Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold.



4. Local Transportation Analysis

This chapter describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis for existing, background and background plus project conditions, any adverse effects to intersection level of service caused by the project. The transportation network under background and background plus project conditions would be the same as the existing transportation network.

School Drop Off Operations

Based on the Avenues New York School, an average of 15% of Nursery to K students, 20% of Primary (G1-G5), and 35% of Secondary (G6-G12) participate in after school and extracurricular activities on any given day. It is expected that, at the proposed Avenues school, 85% of Nursery to K students will be dismissed between 3:00 and 3:30 PM with the remaining 15% by 4:30 PM, 80% of G1-G5 students will be dismissed between 3:15 and 4:00 PM with the remaining 20% by 4:30 PM, and 65% of G6-G12 students will be dismissed between 3:50 and 4:30 PM with the remaining 35% by 5:30 PM. Toddlers do not participate in after-school programs; therefore, parents are expected to pick up their students between 3:20 and 3:40 PM.

Intersection Operations Analysis

The intersection operations analysis is intended to quantify the operations of San Jose intersections and to identify potential negative effects due to the addition of project traffic. Information required for the intersection operations analysis related to project trip generation, trip distribution, and trip assignment are presented in this section. The study intersections are located in the City of San Jose and are evaluated based on the City of San Jose's intersection analysis methodology and standards in determining potential adverse operational effects due to the project, as described in Chapter 1.

Project Trip Estimates

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

Trip Generation

Trips generated by the project during the AM peak hour were estimated using average trip rates from various similar schools (see Appendix A). Project trip estimates were supplied by the project applicant and approved by the City of San Jose. Trips generated by staff were assumed as one trip per staff member and that 60% of all staff will arrive within the AM peak hour and 30% of all staff will leave during the PM peak hour.

During the PM peak hour, rates for the toddler, ELC program, and kindergarten program were estimated using the percent of students dismissed during the PM peak hour. Students in grades 6-12 are all expected to leave between 4:00 pm and 5:30 pm. Therefore, the AM rate was divided by 1.5 hours to estimate the rate for the peak PM hour.

Trip Adjustments and Reductions

The project would create a VMT impact, therefore a trip reduction is necessary. The TDM measures propose a trip cap of 1,795 trips during the AM peak hour. Therefore, a trip reduction of 832 trips was applied for the AM peak hour. Based on the proposed TDM measures, the project can apply a 17% student trip reduction and a 3% staff trip reduction for the PM peak hour, which represents a trip reduction of 189 trips.

Existing Trip Credits

The project site is currently occupied by multiple office buildings and a warehouse that will be demolished as part of the proposed project. Trips that are generated by existing uses to be removed can be subtracted from the gross project trip generation estimates. Trips generated by the existing buildings were calculated based on driveway counts conducted in May 2019.

Net Project Trips

After applying the trip rates to the proposed project and applying the appropriate trip adjustments and credits from the existing site, the project would generate 1,741 new trips (1,009 in and 732 out) during the AM peak period and 860 new trips (304 in and 556 out) during the PM peak period (see Table 4).

Trip Distribution and Assignment

The trip distribution patterns for the components of the project were estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak commute patterns for each land use, the locations of complementary land uses, and freeway access points. Three separate trip distribution patterns were used for the project: (1) school trips by non-working parents, staff, and student-driving (same for AM and PM), (2) AM school trips by working parents, and (3) PM school trips by working parents (see Figures 7 and 8).

The peak-hour trips generated by the project were assigned to the roadway network in accordance with the project trip distribution patterns. The project trip assignment at the study intersections is shown graphically on Figure 9 and the breakdown by grade is tabulated on Table 5. Project trip assignment assumptions are discussed below:

- It was assumed that all student driver trips, grade 6-8 trips, and grade 9-12 trips will enter the site via the project driveway on Race Street.
- It was assumed that all staff trips, toddler program trips and grade K-5 trips will enter the site via the project driveway on Harmon Street.
- It was assumed that all egress trips will make a right turn onto westbound Parkmoor Avenue. Vehicles wanting to travel in other directions can either make a right or left turn onto Meridian Avenue or make a U-turn at Meridian Avenue in order to travel eastbound.

Table 4
Project Trip Generation Estimates

Land Use	Size [5]	Unit	Daily Rate	Daily Trips	AM Peak Hour Rate	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	PM Peak Hour Rate	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total
Proposed Toddler-12 Private School												
Toddler[1]	24	students	4.09	98	0.95	12	11	23	--	*Dismissal prior to PM peak*		
ELC Program[1]	272	students	4.09	1,112	0.95	137	121	258	0.14	18	20	38
Kindergarten Program[2]	160	students	4.11	658	1.12	99	81	179	0.14	10	12	22
Grade 1-5 Program [2]	880	students	4.11	3,617	1.03	496	406	902	0.37	150	176	326
Grade 6-8 Program[2]	528	students	4.11	2,170	1.06	308	252	561	0.71	174	201	375
Grade 9-12 Program [3]	880	students	2.03	1,786	0.80	429	275	704	0.53	148	320	468
School Trips	**2,744**	**students**	**3.44**	**9,441**	**0.96**	**1,482**	**1,146**	**2,627**	**0.45**	**500**	**729**	**1,230**
TDM Trip Reduction [6]				*-1,605*		*-435*	*-398*	*-832*		*-85*	*-104*	*-189*
Gross School Trips	**2,744**	**students**		**7,836**		**1,047**	**748**	**1,795**		**415**	**626**	**1,041**
Existing Land Use Counts												
Office and Warehouse[4]						38	16	54		111	70	181
Net Project Trip Generation						**1,009**	**732**	**1,741**		**304**	**556**	**860**

Notes:

1. Toddler and ELC (Early Learning Center) program AM peak hour trip generation referenced rates published in the ITE *Trip Generation, 10th Edition* for Land Use Code 565, Day Care Center, average rates expressed in trips per student. Rates for the PM peak hour were estimated based on the proposed school schedule stating 7.5% of the ELC program will be dismissed during the PM peak hour.
2. Grade K-8 program AM peak hour trip generation referenced rates published in the ITE *Trip Generation, 10th Edition* for Land Use Code 534, Private School (K-8), average rates expressed in trips per student. Rates for the PM peak hour were estimated based on the proposed school schedule stating 7.5% of the Kindergarten students, and 20% of Grade 1-5 students. Rates for the PM peak hour for Grade 6-8 were based on the AM rate, divided by 1.5 hours of dismissal period.
3. Grade 9-12 program AM peak hour trip generation referenced rates published in the ITE *Trip Generation, 10th Edition* for Land Use Code 536, Private School (K-12), average rates expressed in trips per student. The proposed Grade 9-12 program ends during the PM peak hour and all students are expected to leave by 5:30 PM. Therefore, the rate was estimated based on the AM rate divided by 1.5 hours of dismissal period.
4. Existing office and warehouse trip generation referenced counts conducted in May 2019.
5. The student enrollments for the Toddler, Grade K-8 and Grade 9-12 programs are estimated based on previous program information provided by the applicant.
6. The project would implement TDM measures sufficient to achieve a 17% daily VMT reduction of student trips and a 3% daily VMT reduction of staff trips. During the AM peak hour, a trip cap of 1,795 trips, approximately 32% trip reduction, is proposed to eliminate both the project-generated VMT impact and potential queuing issues at the driveway.

Table 5
Project Trip Generation Breakdown

Land Use	Size	Unit	AM Peak Hour (7-9 AM) In	AM Peak Hour (7-9 AM) Out	AM Peak Hour (7-9 AM) Total	PM Peak Hour (4-6 PM) In	PM Peak Hour (4-6 PM) Out	PM Peak Hour (4-6 PM) Total
Proposed K-12 Private School	**2,744**	**students**	**1,047**	**748**	**1,795**	**415**	**626**	**1,041**
Staff Trips [1]	480	staff	279	0	279	0	140	140
Student Trips [2]	2,744	students	768	748	1,516	415	486	901
Toddler/ELC Program [2]	296	students	83	83	166	13	13	26
Non-Working Parents [3]			16	16	32	2	2	4
Working Parents [4]			67	67	134	11	11	22
Grades K-8 [2]	1,568	students	470	470	940	265	265	530
Grades K-5	1,040	students	312	312	623	176	176	352
Non-Working Parents [3]			62	62	124	35	35	70
Working Parents [4]			250	250	499	141	141	282
Grades 6-8	528	students	158	158	317	89	89	178
Non-Working Parents [3]			31	31	62	18	18	36
Working Parents [4]			127	127	255	71	71	142
Grades 9-12 [2]	880	students	215	195	410	137	208	345
Student Driving [5]			20	0	20	0	71	71
Non-Working Parents [3]			39	39	78	28	28	55
Working Parents [4]			156	156	312	110	110	219

Notes:

1. It is assumed that 60% of all staff will arrive within the AM peak hour, 20% of all staff will leave during the Afternoon peak hour, and 30% of all staff will leave during the PM peak hour.
2. Student trips are estimated by subtracting the staff trips from the total school trip generation. The Toddler, Grade K-8 and Grade 9-12 program trip generations for student trips are estimated assuming the same proportions as the total trip
3. It is assumed that 20% of all parent-driving trips are made by non-working parents. These inbound trips for all study periods originate from their homes. And all outbound trips are returning to home.
4. It is assumed that 80% of all parent-driving trips are made by working parents. Unlike the non-working parent trips, the AM outbound trips are going to work, while the PM inbound trips are coming from work.
5. It is assumed that the difference in the inbound/outbound trips during the AM and PM peak hours are student driving trips.

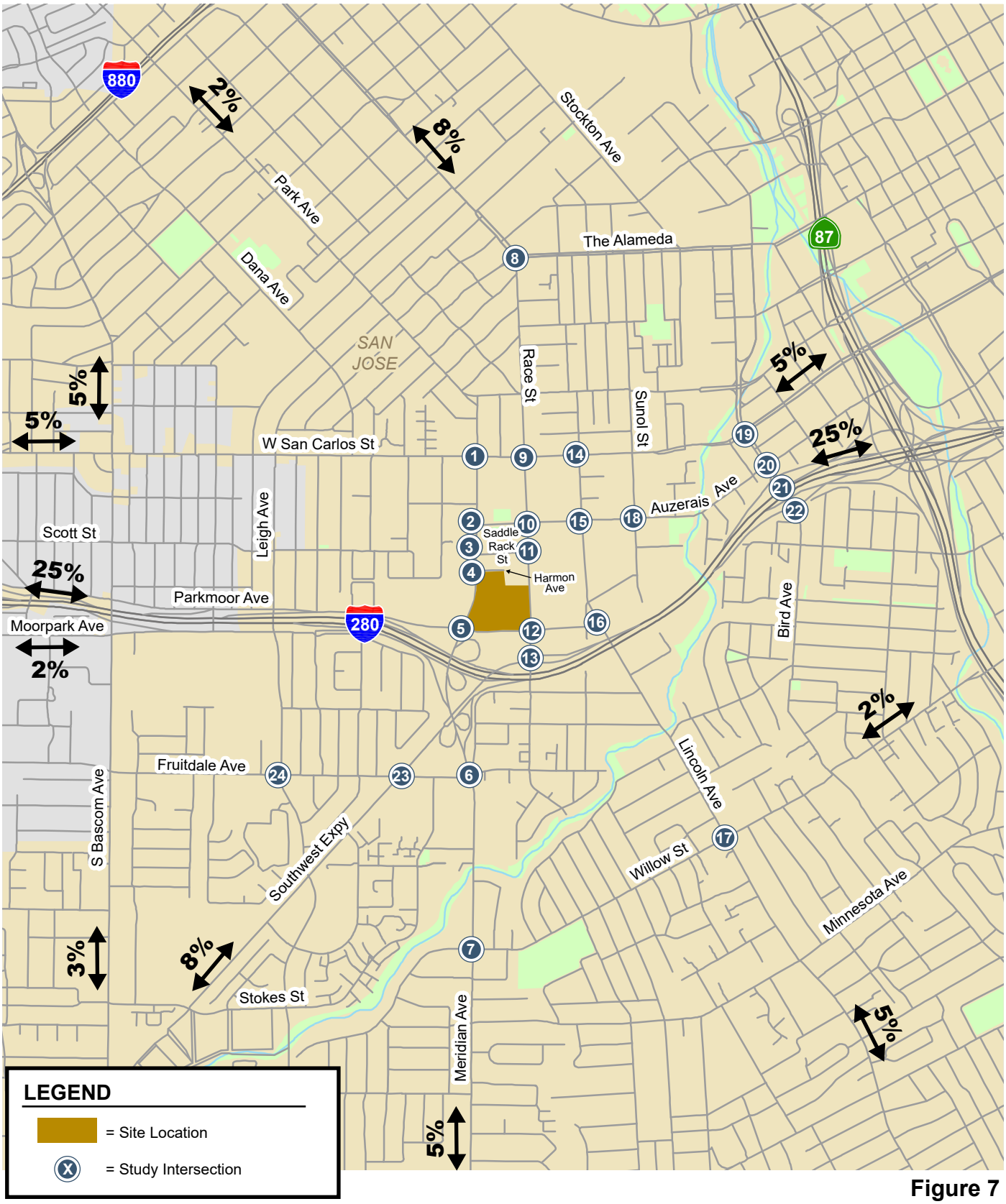


Figure 7
Trip Distribution for Non-working Parents, Staff, Student-Driving and Working Parents AM Inbound and PM Outbound

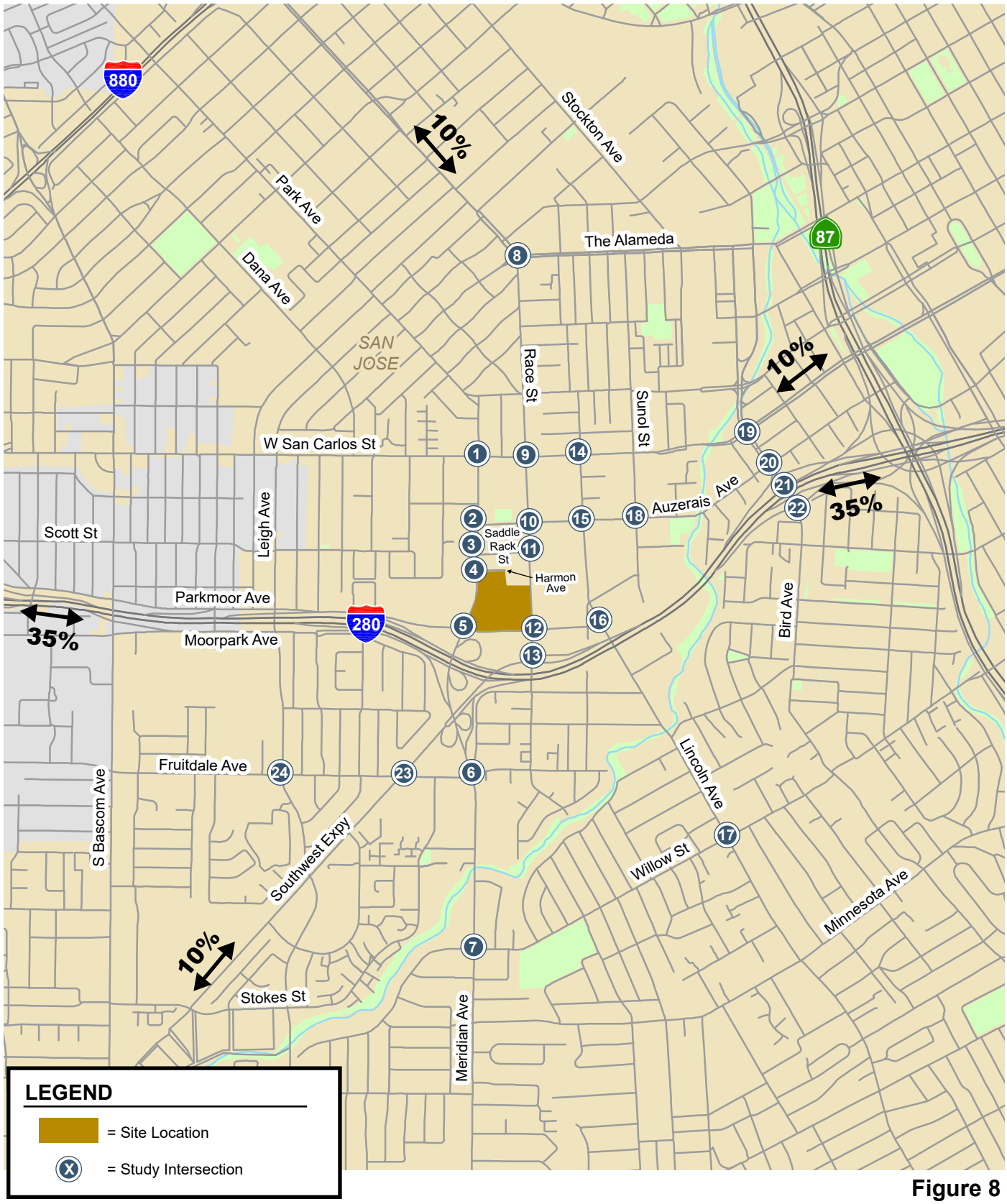
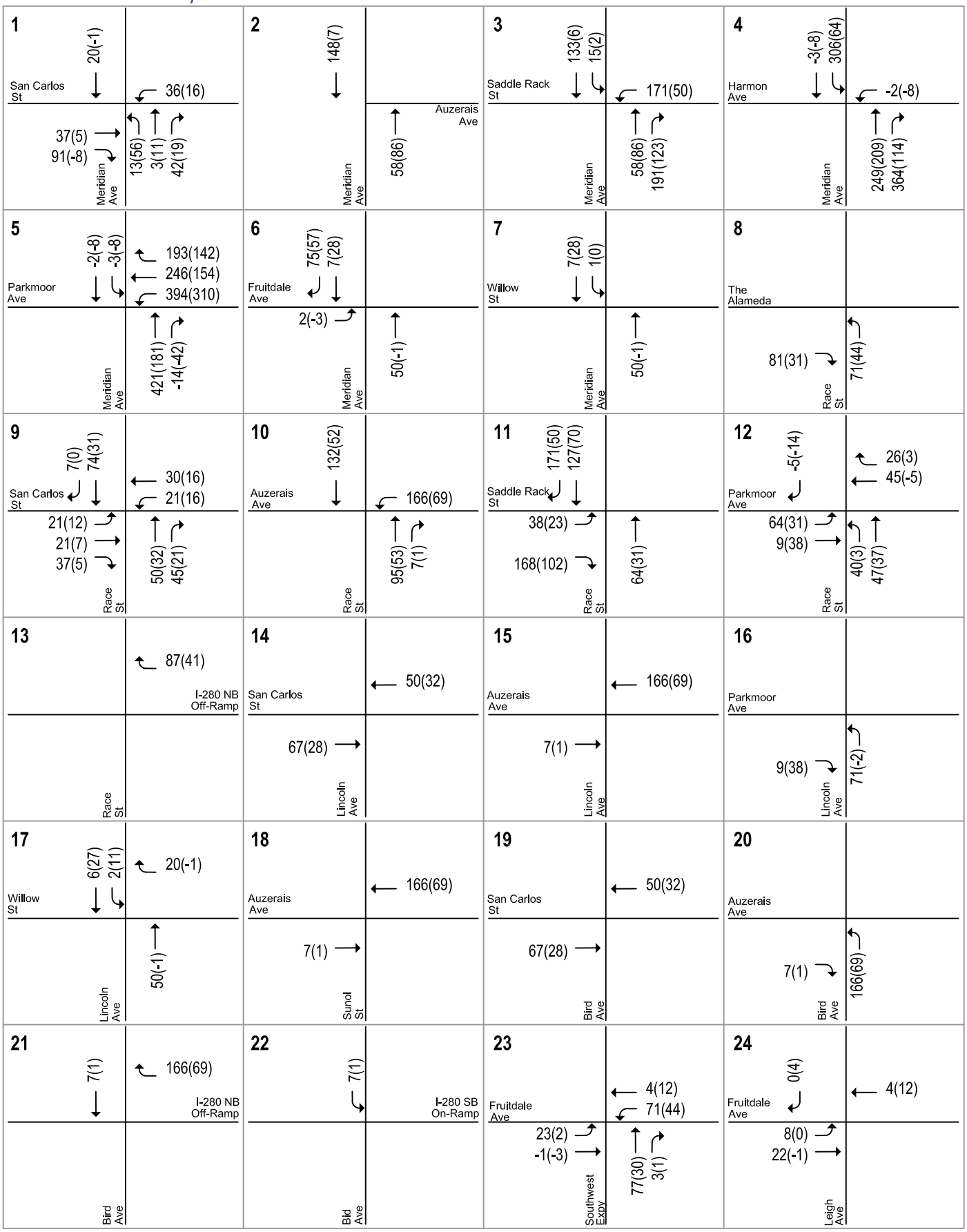


Figure 8
Trip Distribution for Working Parents
AM Outbound and PM Inbound



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 9
Net Project Trip Assignment

HEXAGON

NORTH
Not to Scale

Traffic Volumes Under All Scenarios

Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes were obtained from new traffic count data (see Appendix B) and the VTA CMP count database. New AM and PM peak hour turning movement counts were collected in May 2019 for intersections where the available count data was outdated (more than two years old). As required by the VTA CMP, the PM peak hour traffic volumes at the four CMP study intersections were obtained from the latest version of the CMP Annual Monitoring Report. The existing peak-hour intersection volumes are shown on Figure 10.

Background Traffic Volumes

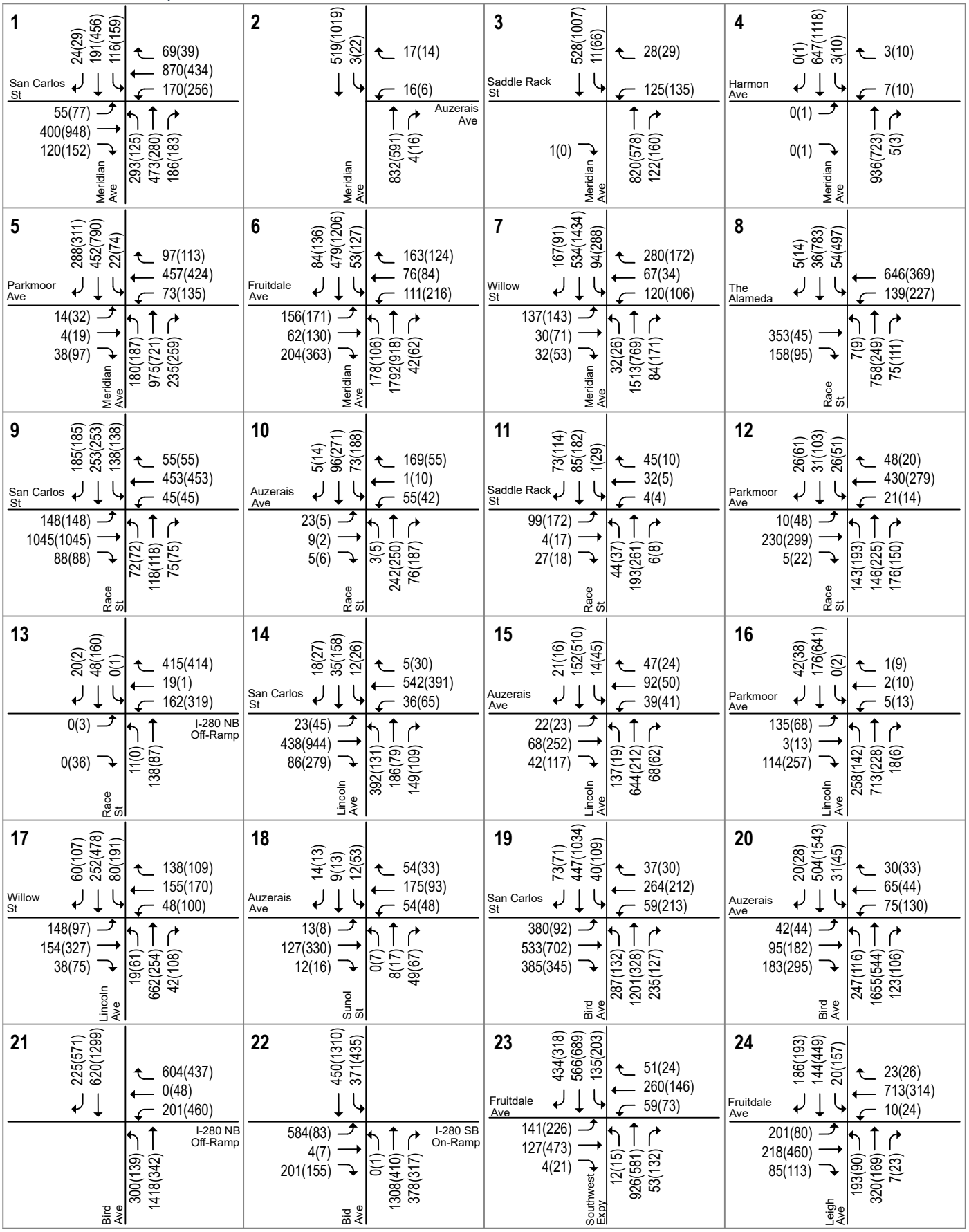
Background AM and PM peak-hour traffic volumes were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects (see Figure 11). The approved projects are listed as part of the Approved Trips Inventory (ATI) in Appendix C.

Background Plus Project Traffic Volumes

Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 12).

Traffic volumes for all traffic scenarios are tabulated in Appendix D.

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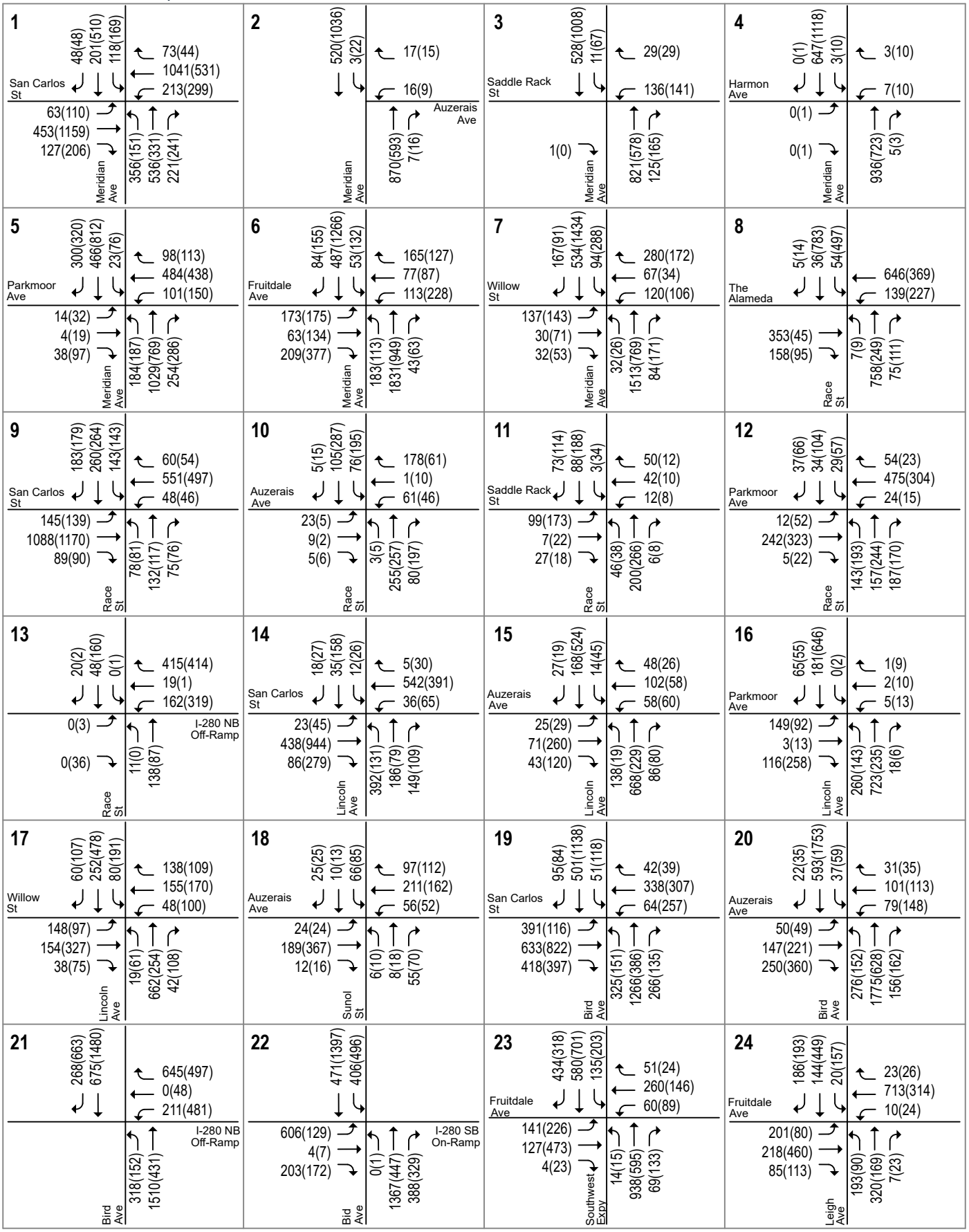
LEGEND

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

Figure 10
Existing Traffic Volumes

HEXAGON

NORTH
Not to Scale



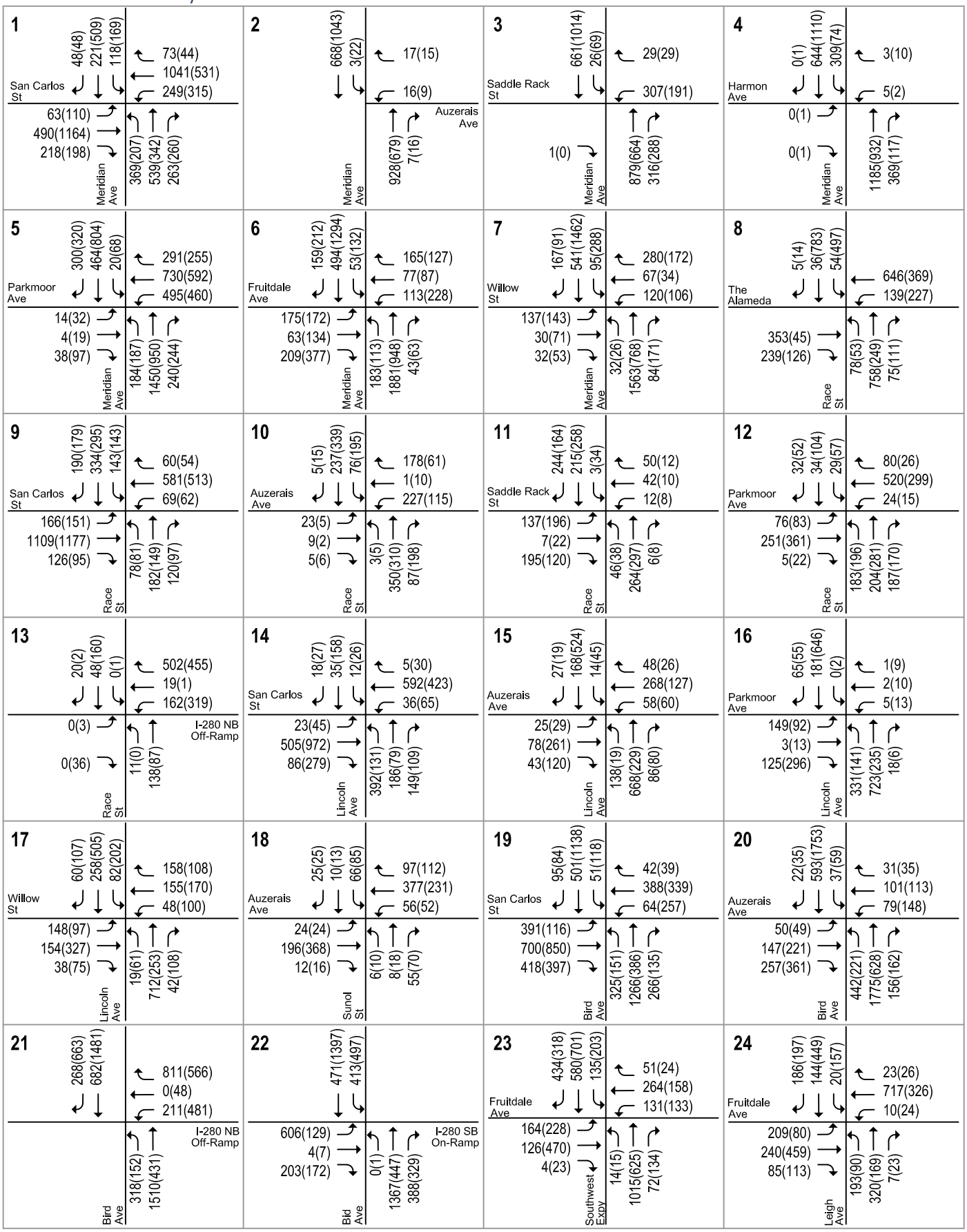
LEGEND

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

Figure 11
Background Traffic Volumes

HEXAGON

NORTH
Not to Scale



LEGEND

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

Figure 12

Background Plus Project Traffic Volumes

HEXAGON

NORTH
Not to Scale

Planned Street Improvements

To improve traffic flow along Meridian Avenue, Parkmoor Avenue, and Race Street, the City proposes to implement an off-street improvement plan (see Figure 13). The project applicant will facilitate completion of the off-street improvements. The planned improvements at each intersection and along the streets are described below. Planned improvements at the intersections include:

- **Meridian Avenue and Parkmoor Avenue**
  - Convert one through lane to a shared left-turn/through lane on westbound Parkmoor Avenue. Add a right-turn lane on westbound Parkmoor Avenue. Add a southbound right-turn pocket on Meridian Avenue.
- **Race Street and Parkmoor Avenue**
  - Reconfigure the southbound lanes to one shared through/right-turn lane and one left turn lane. Provide bulb-outs. Remove one westbound through lane. Remove the eastbound right turn lane. Reconfigure the northbound lanes to two left turn lanes and one shared through/right-turn lane.

As part of the improvement plans, the City also identified improvements for Parkmoor Avenue, Meridian Avenue and Race Street near the school (see Figure 13). The proposed improvements are listed below:

- **Parkmoor Avenue**
  - Install a landscaped median
  - Reduce the number of eastbound lanes from two to one
- **Meridian Avenue south of Harmon Avenue**
  - Install a landscaped median between Harmon Avenue and 545 Meridian
- **Race Street south of Saddle Rack Street**
  - Install a landscaped median with left turn pockets at driveways
  - Restripe the northbound lanes into one through lane

Other multi-modal improvements shown on Figure 13 are described in detail in Chapter 5. The City plans to make improvements to Race Street north of the project driveway. However, the project is required to implement only the improvements along the project frontage.

Intersection Traffic Operations

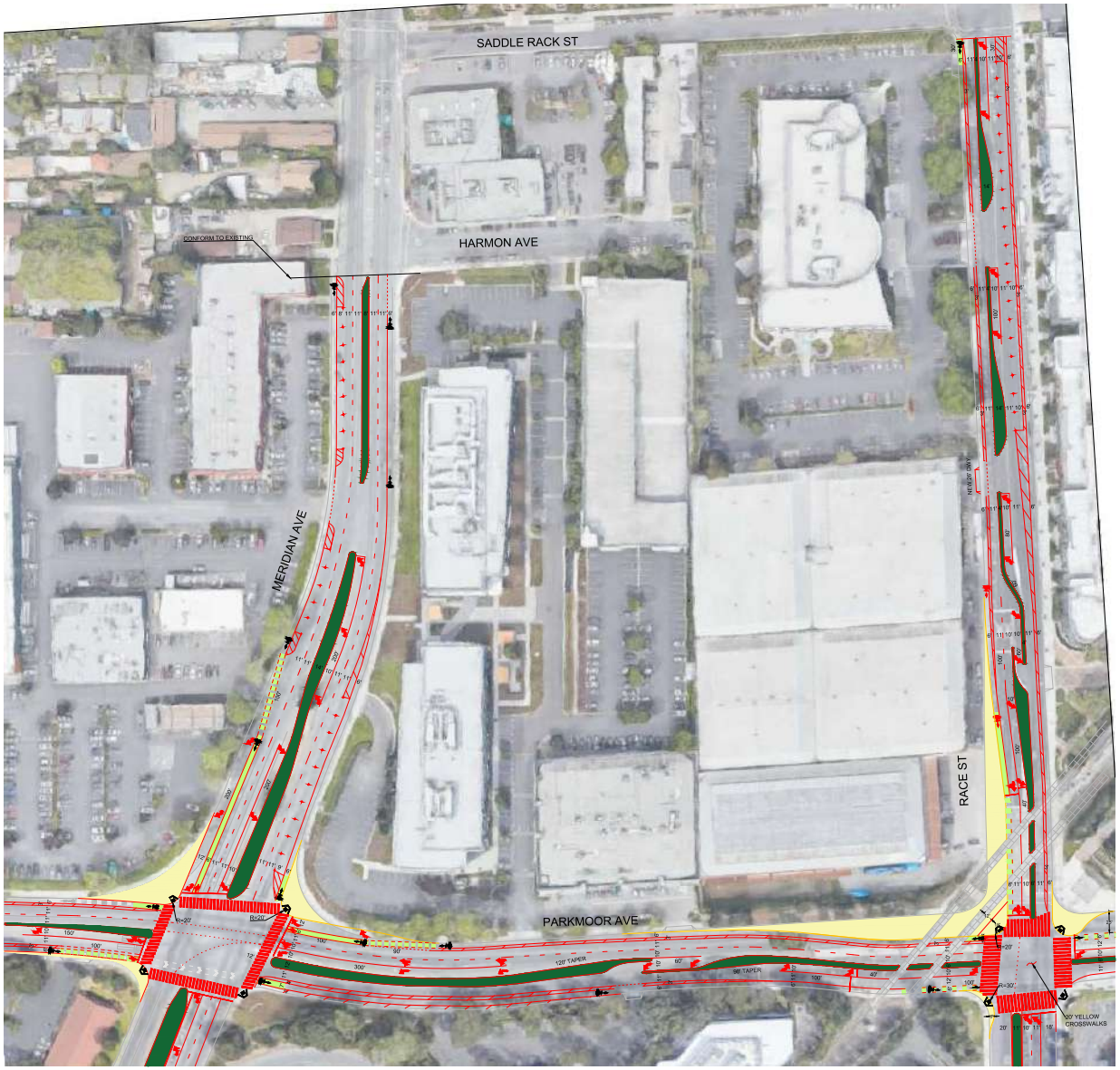
Intersection levels of service were evaluated against the standards of the City of San Jose and CMP Standards. The results of the analysis show that all the signalized study intersections are currently operating at acceptable levels of service (LOS D or better for City-controlled intersections and LOS E or better for CMP intersections) during the AM and PM peak hours of traffic and would continue to do so under background and background plus project conditions (see Table 6). The detailed intersection level of service calculation sheets are included in Appendix E.

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Table 6
Intersection Level of Service Summary

Intersection	Peak Hour	Count Date	Existing Avg. Delay (sec)	Existing LOS	Background Avg. Delay (sec)	Background LOS	Background + Project Avg. Delay (sec)	Background + Project LOS	Incr. In Crit. Del. (sec)	Incr. In Crit. V/C
Meridian Avenue and San Carlos Street	AM	05/18/17	39.7	D	41.5	D	42.5	D	0.8	0.02
	PM	05/18/17	44.5	D	49.4	D	50.6	D	1.4	0.01
Meridian Avenue and Auzerais Avenue	AM	05/07/19	3.3	A	3.3	A	3.4	A	0.0	0.02
	PM	05/07/19	2.7	A	2.8	A	2.8	A	0.0	0.00
Meridian Avenue and Saddle Rack Street	AM	05/07/19	13.2	B	13.9	B	21.2	C	8.1	0.20
	PM	05/07/19	18.3	B	18.7	B	20.5	C	10.7	0.07
Meridian Avenue and Parkmoor Avenue	AM	03/09/17	26.4	C	26.7	C	33.1	C	9.2	0.23
	PM	03/09/17	33.9	C	33.9	C	37.4	D	2.4	0.08
Meridian Avenue and Fruitdale Avenue	AM	10/04/18	39.1	D	40.4	D	40.5	D	0.6	0.02
	PM	10/04/18	36.9	D	37.5	D	37.0	D	-0.3	0.01
Meridian Avenue and Willow Street	AM	10/04/18	35.8	D	35.8	D	35.8	D	0.0	0.01
	PM	10/04/18	30.4	C	30.4	C	30.3	C	0.0	0.01
Race Street and The Alameda *	AM[1]	05/30/19	42.9	D	42.9	D	44.8	D	2.0	0.07
	PM	12/11/18	43.0	D	43.0	D	46.5	D	4.5	0.01
Race Street and San Carlos Street	AM	02/14/18	40.0	D	40.3	D	44.2	D	5.0	0.08
	PM	05/18/17	40.0	D	40.3	D	42.2	D	2.3	0.03
Race Street and Auzerais Avenue	AM	05/07/19	9.3	A	9.4	A	10.1	B	0.6	0.08
	PM	05/07/19	5.0	A	5.1	A	6.6	A	2.6	0.08
Race Street and Saddle Rack Street	AM	05/07/19	23.3	C	23.8	C	25.7	C	3.7	0.26
	PM	05/07/19	20.1	C	20.7	C	22.1	C	1.6	0.13
Race Street and Parkmoor Avenue	AM	10/04/18	24.4	C	24.3	C	30.2	C	11.3	0.41
	PM	10/04/18	28.3	C	28.5	C	30.0	C	1.2	0.18
Lincoln Avenue and San Carlos Street	AM	05/18/17	33.9	C	33.9	C	34.0	C	0.0	0.02
	PM	05/18/17	32.8	C	32.8	C	32.5	C	-0.3	0.01
Lincoln Avenue and Auzerais Avenue	AM	05/07/19	8.0	A	8.5	A	11.2	B	3.9	0.10
	PM	05/07/19	9.8	A	9.9	A	9.9	A	0.0	0.00
Lincoln Avenue and Parkmoor Avenue	AM	05/07/19	27.3	C	27.9	C	27.5	C	0.2	0.05
	PM	05/07/19	40.3	D	40.8	D	41.4	D	0.6	0.02
Lincoln Avenue and Willow Street	AM	01/30/18	45.1	D	45.1	D	47.2	D	2.9	0.04
	PM	01/30/18	49.0	D	49.0	D	49.5	D	0.6	0.02
Sunol Street and Auzerais Avenue	AM	05/07/19	6.5	A	8.2	A	7.8	A	-0.7	0.11
	PM	05/07/19	7.8	A	8.1	A	7.9	A	0.0	0.00
Bird Avenue and San Carlos Street *	AM[1]	05/30/19	35.8	D	37.5	D	38.3	D	1.4	0.02
	PM	12/11/18	35.7	D	37.8	D	37.9	D	0.2	0.01
Bird Avenue and Auzerais Avenue	AM	05/18/17	19.9	B	21.9	C	22.8	C	0.0	0.00
	PM	01/11/18	23.0	C	25.3	C	27.0	C	3.2	0.04
Bird Avenue and I-280 N On-Ramp *	AM[1]	05/30/19	28.5	C	28.7	C	30.6	C	-0.6	0.05
	PM	12/11/18	26.9	C	28.4	C	29.4	C	1.5	0.02
Bird Avenue and I-280 S On-Ramp *	AM[1]	05/30/19	34.7	C	35.7	D	35.9	D	0.2	0.00
	PM	12/11/18	22.9	C	24.2	C	24.2	C	0.0	0.00
Southwest Expressway and Fruitdale Avenue	AM	03/09/17	31.1	C	30.9	C	32.2	C	0.6	0.04
	PM	03/09/17	37.7	D	38.0	D	39.8	D	2.0	0.04
Leigh Avenue and Fruitdale Avenue	AM	11/14/17	35.4	D	35.4	D	35.5	D	0.2	0.01
	PM	11/14/17	30.0	C	30.0	C	30.0	C	0.0	0.00

Notes:
* Denotes VTA CMP intersection
[1] Counts were conducted after the Memorial Day Weekend when schools were out; therefore, counts were factored up by 15% to represent typical traffic volumes



LEGEND:

PROPOSED STRIPING

PROPOSED FACE OF CURB

PROPOSED VACATION AREA

RAISED MEDIAN ISLAND

NEW ADA CURB RAMP

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Figure 13
Planline Improvements

Freeway Segment Capacity Analysis

Traffic volumes on the study freeway segments with the project were estimated by adding project trips to the freeway segment volumes obtained from the 2018 CMP Annual Monitoring Report. The results of the freeway segment analysis show that the project would cause substantial increases in traffic volumes (one percent or more of freeway capacity) on one (1) of the study freeway segments currently operating at LOS F, and six (6) of the study freeway segments currently operating at LOS E or better would worsen to LOS F as a result of the project (see Table 7). Therefore, based on CMP freeway impact criteria, seven (7) of the study freeway segments would be adversely affected by the project.

Mitigation of the freeway impacts would require either widening the freeway or reducing the project trips to a level of insignificance. Caltrans has no plans to widen I-280, and the cost of widening the freeway is beyond the capability of the school project. In order to eliminate the project impact through TDM, it would be necessary to reduce project trips by 65%. This level of trip reduction is not feasible. The City has proposed multimodal improvements surrounding the project site, which the project applicant will facilitate completion of. These multimodal improvements and the TDM program would encourage the use of alternative modes of transportation and minimize the adverse effects to the freeways.

Table 7
Freeway Segment Capacity Analysis

Freeway	Segment	Dir	Peak Hour	Existing Conditions Mixed-Flow/HOV # of Lanes[1]	Capacity[2]	Volume (veh/ln)	Density	LOS[3]	Existing Plus Project Conditions Mixed-Flow # of Lanes[1]	Capacity[2]	Volume (veh/ln)	Density	LOS[4]	Project Trips Mixed-Flow Project Trips	% of Capacity
I-280	SR 87 Off-Ramp to SR 87 On-Ramp	W	AM	4	9,200	1,742	55	E	4	9,200	1,994	**63**	F	252	**2.7%**
			PM	4	9,200	1,391	**67**	F	4	9,200	1,501	**72**	F	110	**1.2%**
I-280	Bird Avenue On-Ramp to Race St/Southwest Expy Off-Ramp	W	AM	5	11,500	1,660	**58**	F	5	11,500	1,747	**61**	F	87	0.8%
			PM	5	11,500	1,776	54	E	5	11,500	1,817	55	E	41	0.4%
I-280	Race St/Southwest Expy Off-Ramp to Leigh Ave/Bascom Ave Off-Ramp	W	AM	4	9,200	1,415	**66**	F	4	9,200	1,415	**66**	F	0	0.0%
			PM	4	9,200	1,992	40	D	4	9,200	1,992	40	D	0	0.0%
I-280	Leigh Ave/Bascom Ave Off-Ramp to Menker Avenue On-Ramp	W	AM	5	11,500	861	**83**	F	5	11,500	861	**83**	F	0	0.0%
			PM	5	11,500	1,976	37	D	5	11,500	1,976	37	D	0	0.0%
I-280	Menker Avenue On-Ramp to Leland Avenue On-Ramp	W	AM*	6	13,800	2,627	**235**	F	5	11,500	2,627	**235**	F	0	0.0%
			PM	6	13,800	3,244	**71**	F	5	11,500	3,244	**71**	F	0	0.0%
I-280	Leland Ave On-Ramp to SR 17 On Ramp	W	AM*	7	16,100	2,389	**221**	F	6	13,800	2,632	**244**	F	243	**1.5%**
			PM	7	16,100	3,137	**58**	F	6	13,800	3,276	**61**	F	139	0.9%
I-280	SR 17 On-Ramp to Meridian Ave Off-Ramp	E	AM	6	13,800	3,010	48	C	5	11,500	3,262	52	E	252	1.8%
			PM	6	13,800	2,149	**239**	F	5	11,500	2,259	**251**	F	110	0.8%
I-280	Meridian Ave Off-Ramp to Southwest Expy On-Ramp	E	AM	4	9,200	1,759	29	D	4	9,200	2,012	33	D	253	2.8%
			PM	4	9,200	796	**85**	F	4	9,200	906	**96**	F	110	**1.2%**
I-280	Southwest Expy On-Ramp to Bird Ave Off-Ramp	E	AM	5	11,500	1,786	53	E	5	11,500	2,022	**61**	F	236	**2.1%**
			PM	5	11,500	1,028	**78**	F	5	11,500	1,166	**88**	F	138	**1.2%**
I-280	Bird Ave Off-Ramp to SR 87 Off-Ramp	E	AM	5	11,500	1,705	56	E	5	11,500	1,941	**64**	F	236	**2.1%**
			PM	5	11,500	959	**80**	F	5	11,500	1,097	**91**	F	138	**1.2%**
I-280	SR 87 Off Ramp to Bird Ave On-Ramp	E	AM	4	9,200	1,759	29	D	4	9,200	1,995	33	D	236	2.6%
			PM	4	9,200	923	**81**	F	4	9,200	1,061	**93**	F	138	**1.5%**
I-280	Bird Ave On-Ramp to 7th St Off-Ramp	E	AM	6	13,800	1,893	33	D	6	13,800	2,136	37	D	243	1.8%
			PM	6	13,800	911	**81**	F	6	13,800	1,050	**94**	F	139	**1.0%**

Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2018.
* Indicates exempt freeway segments operating at LOS F in 2018 for the peak hour period. No impacts determined
1. Number of lanes on each segment are taken from the Google Earth software.
2. Capacity is based on the capacities cited in VTA's *Transportation Impact Analysis Guidelines* (2014).
3. Level of service (LOS) of each segment are taken from VTA's *2018 CMP Monitoring Report*.
4. Project LOS of each segment is determined by the density (volume/average speed)
Bold indicates a substandard level of service.
Bold indicates a significant impact by the project.

5. Other Transportation Issues

This chapter presents other transportation issues associated with the project. These include an analysis of:

- Signal warrant analysis
- Vehicle Queuing
- Freeway ramp analysis
- Site access and circulation
- Parking
- Potential impacts to transit, bicycle and pedestrian facilities

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgement in accordance with the standards and methods employed by the traffic engineering community.

Traffic Operations at Unsignalized Intersections

The study analyzed two unsignalized intersections. The Meridian Avenue/Harmon Avenue intersection is a T-intersection with stop control for the westbound approach (Harmon Avenue). The Race Street/I-280 Northbound Off-Ramp intersection is a T-intersection with stop control for the off-ramp. The traffic operations analysis shows both intersections would not meet the peak-hour signal warrant analysis under existing, background, or background plus project conditions. During the AM peak hour, the westbound approach at Meridian Avenue/Harmon Avenue operates at LOS C under the existing and background conditions; however, the intersection would operate at LOS F on the westbound approach with the addition of project trips to Meridian Avenue. Due to the added volume on northbound and southbound Meridian Avenue, westbound traffic on Harmon Way would have difficulty finding a gap to make a left turn. Recommendations for this intersection are discussed further under the queuing analysis. The stop-controlled westbound approach at Race Street/I-280 Northbound off-ramp intersection operates at LOS D or better under the existing, background, and background plus project conditions.

Peak-Hour Signal Warrant Analysis

Unsignalized study intersections are analyzed on the basis of the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B) described in the California *Manual on Uniform Traffic Control Devices* (MUTCD), 2014 Edition. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized intersection level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions. The results of the peak-hour signal warrant checks indicate that the AM and PM peak hour volumes at the two unsignalized study intersections would not warrant signalization under existing, background, and background plus project conditions. The peak-hour signal warrant sheets are contained in Appendix F.

Queuing Analysis

The operations analysis is based on vehicle queuing for high-demand movements at intersections (see Table 8). Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

P (x=n) = probability of "n" vehicles in queue per lane

n = number of vehicles in the queue per lane

λ = average 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.

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Table 8
Queuing Analysis Summary

Analysis Scenario	Meridian Ave & San Carlos St				Meridian Ave & Saddle Rack St				Meridian Ave & Parkmoor Ave		Race St & The Alameda		Race St & San Carlos St			
	NBL		WBL		SBL		WBL/WBT/WBR[2]		WBL[3]		NBL/NBT[4]		EBL		WBL	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing																
Cycle/Delay (sec)	140	140	140	140	110	140	110	140	110	140	138	138	140	140	140	140
Volume (vphpl)	147	63	85	128	11	66	153	164	73	135	350	180	124	148	37	45
95th %. Queue (veh/ln)	10	5	6	9	1	6	9	10	5	9	19	12	9	10	3	5
95th %. Queue (ft./ln)	250	125	150	225	25	150	225	250	125	225	475	300	225	250	75	125
Storage (ft/ln)	250	250	250	250	125	125	650	650	325	325	175	175	300	300	325	325
Adequate (Y/N)	Y	Y	Y	Y	Y	**N**	Y	Y	Y	Y	**N**	**N**	Y	Y	Y	Y
Background																
Cycle/Delay (sec)	140	140	140	140	110	140	110	140	110	140	138	138	140	140	140	140
Volume (vphpl)	178	76	107	150	11	67	165	170	101	150	350	180	121	139	40	46
95th %. Queue (veh/ln)	12	6	8	10	1	6	9	12	6	10	19	12	9	9	5	5
95th %. Queue (ft./ln)	300	150	200	250	25	150	225	300	150	250	475	300	225	225	125	125
Storage (ft/ln)	250	250	250	250	125	125	650	650	325	325	175	175	300	300	325	325
Adequate (Y/N)	**N**	Y	Y	Y	Y	**N**	Y	Y	Y	Y	**N**	**N**	Y	Y	Y	Y
Background Plus Project																
Cycle/Delay (sec)	140	140	140	140	110	140	110	140	110	140	138	138	140	140	140	140
Volume (vphpl)	185	104	125	158	26	69	336	220	396	354	459	241	166	151	69	62
95th %. Queue (veh/ln)	12	8	9	10	3	6	15	14	18	20	25	14	10	5	5	5
95th %. Queue (ft./ln)	300	200	225	250	75	150	375	350	450	500	625	350	250	125	125	125
Storage (ft/ln)	250	250	250	250	125	125	650	650	325	325	175	175	300	300	325	325
Adequate (Y/N)	**N**	Y	Y	Y	Y	**N**	Y	Y	**N**	**N**	**N**	**N**	Y	Y	Y	Y

Notes:

NBT = northbound through movement; NBR = northbound right movement; SBL = southbound left movement; EBL = eastbound left movement; EBT = eastbound through movement; EBR = eastbound right movement

[1] Assumes 25 feet per vehicle queued.

[2] The WB approach at this intersection is a shared left-turn/through/right-turn lane approach. Thus, the vehicle queues reported refect the total WB LT/Thru/RT volume. Saddle Rack Street provides 650 feet of vehicle storage between Meridian Avenue and Race Street to the east.

[3] Under project conditions, the WB approach at this intersection has one left turn lane and one shared left-turn/through lane. Thus, the vehicle queues reported reflect the total WB LT lane multiplied by a lane factor for the through volume.

[4] The NB approach at this intersection is a shared left-turn/through lane approach. Thus, the vehicle queues reported refect the total NB LT and a portion of the Thru volume. Race Street provides 175 feet of vehicle storage between The Alameda and Sierra Avenue to the south

[5] The WB approach at this intersection is a shared left-turn/through lane approach. Thus, the vehicle queues reported refect the total WB LT/Thru volume. Auzerais Avenue provides 700 feet of stroage betewen Race Street and Lincoln Avenue to the east.

[6] The EB approach at this intersection is a shared left-turn/through/right-turn lane approach. Thus, the vehicle queues reported refect the total WB LT/Thru/RT volume. Saddle Rack Street provides 650 feet of vehicle storage between Race Street and Meridian Avenue to the west.

[7] Under project conditions, the NB approach at this intersection has two left turn storage lanes.

Table 8 (cont.)
Queuing Analysis Summary

Analysis Scenario	Race St & Auzerais Ave		Race St & Saddle Rack St		Race St & Parkmoor Ave				Lincoln Ave & Parkmoor Ave		Bird Ave & Auzerais Ave		Southwest Expy & Fruitdale Ave	
	WBL/WBT[5]		EBL/EBT/EBR[6]		NBL[7]		EBL		NBL		NBL		WBL	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing														
Cycle/Delay (sec)	56	56	66	66	100	100	100	100	114	134	130	116	140	152
Volume (vphpl)	56	52	130	207	143	193	10	48	258	142	195	116	59	73
95th %. Queue (veh/ln)	3	3	5	8	8	9	1	3	13	9	12	8	5	6
95th %. Queue (ft./ln)	75	75	125	200	200	225	25	75	325	225	300	200	125	150
Storage (ft/ln)	700	700	650	650	225	225	75	75	150	150	75	75	100	100
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	**N**	**N**	**N**	**N**	**N**
Background														
Cycle/Delay (sec)	56	56	66	66	100	100	100	100	114	134	130	116	140	152
Volume (vphpl)	62	56	133	213	143	193	12	52	260	143	224	152	60	89
95th %. Queue (veh/ln)	3	3	5	8	8	9	1	3	13	9	13	9	5	8
95th %. Queue (ft./ln)	75	75	125	200	200	225	25	75	325	225	325	225	125	200
Storage (ft/ln)	700	700	650	650	225	225	75	75	150	150	75	75	100	100
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	**N**	**N**	**N**	**N**	**N**
Background Plus Project														
Cycle/Delay (sec)	56	56	66	66	100	100	100	100	114	134	130	116	140	152
Volume (vphpl)	229	125	339	338	92	98	76	83	331	141	442	221	131	133
95th %. Queue (veh/ln)	8	5	10	10	6	6	5	5	15	9	23	12	9	8
95th %. Queue (ft./ln)	200	125	250	250	150	150	125	125	375	225	575	300	225	200
Storage (ft/ln)	700	700	650	650	225	225	750	750	150	150	75	75	100	100
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	**N**	**N**	**N**	**N**	**N**

Notes:

northbound through movement; NBR = northbound right movement; SBL = southbound left movement; EBL = eastbound left movement; EBT = eastbound through movement; EBR = eastbound right movement

[1] Assumes 25 feet per vehicle queued.

[2] The WB approach at this intersection is a shared left-turn/through/right-turn lane approach. Thus, the vehicle queues reported refect the total WB LT/Thru/RT volume. Saddle Rack Street provides 650 feet of vehicle storage between Meridian Avenue and Race Street to the east.

[3] Under project conditions, the WB approach at this intersection has one left turn lane and one shared left-turn/through lane. Thus, the vehicle queues reported reflect the total WB LT lane multiplied by a lane factor for the through volume.

[4] The NB approach at this intersection is a shared left-turn/through lane approach. Thus, the vehicle queues reported refect the total NB LT and a portion of the Thru volume. Race Street provides 175 feet of vehicle storage between The Alameda and Sierra Avenue to the south

[5] The WB approach at this intersection is a shared left-turn/through lane approach. Thus, the vehicle queues reported refect the total WB LT/Thru volume. Auzerais Avenue provides 700 feet of stroage betewen Race Street and Lincoln Avenue to the east.

[6] The EB approach at this intersection is a shared left-turn/through/right-turn lane approach. Thus, the vehicle queues reported refect the total WB LT/Thru/RT volume. Saddle Rack Street provides 650 feet of vehicle storage between Race Street and Meridian Avenue to the west.

[7] Under project conditions, the NB approach at this intersection has two left turn storage lanes.

Meridian Avenue and San Carlos Street

The existing storage capacity for the northbound left-turn lane from Meridian Avenue onto San Carlos Street is approximately 250 feet (or 10 vehicles) per lane. There is one left-turn lane and one shared left and through lane. During the AM peak hour, the storage capacity is adequate for the existing 95th percentile queue. Under background conditions, the 95th percentile queue would be approximately 300 feet per lane, extending out of the turn pocket. The project would add 7 trips to this left-turn movement during the AM peak hour and would not further lengthen the 95th percentile queue beyond background conditions.

Meridian Avenue and Saddle Rack Street

The existing storage capacity for the southbound left-turn lane from Meridian Avenue onto Saddle Rack Street is approximately 125 feet (or 5 vehicles). During the PM peak hour under existing and background conditions, the 95th percentile queue would be 150 feet (or 6 vehicles) and would extend out of the turn pocket. The project would add 2 vehicles to this left-turn movement during the PM peak hour and would not further lengthen the 95th percentile queue beyond background conditions. The left-turn pocket can be lengthened by shortening the two-way-left-turn median to accommodate the estimated 95th percentile queue.

Meridian Avenue and Parkmoor Avenue

The existing storage capacity for the westbound left/U-turn lane from Parkmoor Avenue onto Meridian Avenue is 325 feet, or approximately 13 vehicles. Under project conditions, there would be one left-turn pocket and one shared left-turn/through lane. The AM peak hour queue under existing conditions is approximately 5 vehicles, or 125 feet. The background conditions add one vehicle to the queue. With the additional shared left-turn lane, the project would increase the 95th percentile queue by 12 vehicles, or 300 feet, causing the queue to extend past the storage length by 125 feet (5 vehicles). During the PM peak hour, there exists a 95th percentile queue of 9 vehicles (225 feet). The background conditions add one vehicle. The project would add 10 vehicles (250 feet) to the 95th percentile queue, compared to the background conditions, causing the queue to exceed the storage length by 175 feet, or 7 vehicles.

Race Street and The Alameda

The existing storage capacity for the northbound left/through lane from Race Street onto The Alameda is approximately 175 feet, which can fit 7 vehicles before the unsignalized intersection of Race Street and Sierra Avenue. The number of vehicles in the shared left/through lane was determined by the saturation of each lane that allowed a through movement. The estimated 95th percentile vehicle queues for the northbound left-turn movement are 13 and 9 vehicles during the AM and PM peak hours, respectively, under both the existing and background conditions. Under the existing and background conditions, the 95th percentile queue exceeds the vehicle storage capacity by 6 vehicles in the AM peak hour and 2 vehicles in the PM peak hour. With the project, the 95th percentile queue is projected to increase to 24 vehicles during the AM peak hour and 14 vehicles during the PM peak hour. However, because the intersection at Race Street and Sierra Avenue is unsignalized, vehicles may wait south of Sierra Avenue and proceed freely when given the green light on Race Street at The Alameda.

Lincoln Avenue and Parkmoor Avenue

The existing storage lane for the northbound left movement from Lincoln Avenue onto Parkmoor Avenue is marked as approximately 150 feet or 6 vehicles. The 95th percentile queue exceeds to storage length for both the AM and PM peak hours by 7 vehicles and 3 vehicles, respectively, under existing and background conditions. The project would add 2 vehicles (50 feet) to the AM peak hour queue and no vehicles to the PM peak hour queue. The marked storage length cannot be extended as

the unsignalized intersection of Lincoln Avenue and Earle Avenue immediately follows the storage lane. There is no room to further extend this left-turn pocket.

Bird Avenue and Auzerais Avenue

The existing storage lane in the northbound left movement from Bird Avenue onto Auzerais Avenue is 75 feet, or 3 vehicles. The 95th percentile queues for the northbound left-turn movement are 12 vehicles in the AM peak hour and 8 vehicles in the PM peak hour under the existing conditions. The queue extends past the storage lane by 9 and 5 vehicles in the AM and PM peak hours, respectively. The background adds one trip to both peak hours. The project would add 10 vehicles (225 feet) to the AM peak hour and 3 vehicles (75 feet) to the PM peak hour. Lengthening the northbound left-turn lane would not be recommended as there is only approximately 100 feet of Bird Avenue between Auzerais Avenue and the I-280 northbound ramps to the south.

Southwest Expressway and Fruitdale Avenue

The queueing analysis indicates that the 95th percentile queue for the westbound left-tun pocket at the intersection exceeds the existing vehicle storage capacity during both the AM and PM peak hours under existing, background, and project conditions. The westbound left turn pocket from Fruitdale Avenue onto Southwest Expressway provides 125 feet, or 5 vehicles, of storage. The 95th percentile queue exceeds the storage capacity by one vehicle in the AM peak hour and 2 vehicles in the PM peak hour under the existing condition. The background condition adds 2 vehicles to the PM peak hour. The project would add 4 vehicles (100 feet) to the AM peak hour. The queue would extend past the storage pocket by 125 feet in the AM peak hour. The westbound left turn pocket could be extended by 125 feet by removing part of the raised median. However, the pocket cannot be extended by more than 125 feet due to the eastbound left-turn pocket on Fruitdale Avenue at St. Elizabeth Drive.

Freeway Ramp Queuing Analysis

An analysis of freeway ramps providing access to and from I-280 with the project site was performed to identify the effect of the addition of project traffic on the vehicle queues at the ramps. It should be noted that the evaluation of freeway ramps is not required based on the City's TA guidelines, nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

The following freeway on-ramp in the project study area is currently metered during the AM peak hours. No freeway on-ramps in the project study area are metered during the PM peak hours.

- I-280 Northbound on-ramp at Bird Avenue

However, the project would not add any trips to the I-280 northbound ramp at Bird Avenue.

I-280 Southbound Ramps at Bird Avenue

The I-280 southbound on-ramp from Bird Avenue is not metered. The on-ramp has one lane and approximately 1,130 feet of storage before meeting with the Vine Street exit off I-280 southbound. Field observations show that the ramp had no issues and queuing did not reach the intersection at Bird Avenue.

The project is expected to add 7 trips to the southbound left turn movement in the AM peak hour, which would create a very minimal increase in delay of 0.3 seconds to the movement. The project is not expected to add any trips during the PM peak hour.

Race Street and I-280 Off-ramp

During the AM peak hour, there are no significant operational issues at this intersection. During the PM peak hour, the left-turn movement at the off-ramp received heavy demand in waves. The longest queue

was observed to clear in approximately one minute. The project would add 85 trips to the off-ramp during the AM peak hour. The queuing analysis at the ramp is summarized in Table 9.

Table 9
Queuing Analysis at I-280 Off-Ramp and Race Street

Analysis Scenario	Race Street & I-280 Off-Ramp WBR AM	Race Street & I-280 Off-Ramp WBR PM
Existing		
Delay (sec)	12.6	11.4
Volume (vphpl)	415	414
95th %. Queue (veh/ln)	3	3
95th %. Queue (ft/ln)	75	75
Storage (ft/ln)	1525	1525
Adequate (Y/N)	Y	Y
Background		
Delay (sec)	12.6	11.4
Volume (vphpl)	415	414
95th %. Queue (veh/ln)	3	3
95th %. Queue (ft/ln)	75	75
Storage (ft/ln)	1525	1525
Adequate (Y/N)	Y	Y
Background Plus Project		
Delay (sec)	14.2	11.9
Volume (vphpl)	502	455
95th %. Queue (veh/ln)	5	6
95th %. Queue (ft/ln)	125	150
Storage (ft/ln)	1525	1525
Adequate (Y/N)	Y	Y

Notes:
WBR = Westbound right
[1] Assumes 25 feet per vehicle queued.

Site Access and On-Site Circulation

Vehicular Site Access

Site access to the project would be provided via a driveway on Harmon Street that would serve the staff, toddler program, and Grades K-5 and a driveway on Race Street that would serve Grades 6-12. Both driveways would be ingress only, with two egress driveways on Parkmoor Avenue. A security gate would be located at the two driveway entrances and the two driveway exits. The gates would remain open during peak hours of operation. The site plan shows that the driveways on Race Street and Harmon Avenue would be 26 feet wide. The City of San Jose Department of Transportation Geometric Design Guidelines states that the standard width for a one-way ingress/egress only driveway is 16 feet wide. Therefore, the project exceeds the standard requirement.

Both driveways would provide access to a parking garage. The western garage, accessed by Harmon Avenue, would be utilized by faculty and staff. The eastern garage, accessed by Race Street, would be primarily utilized by students in grades 9-12. The Harmon Avenue driveway would also access the admissions parking lot located in the south western corner of the project site. The two-way parking lot

would provide a 26-foot drive aisle and 90-degree parking spaces, which meets the City's standards per the San Jose Municipal Code, Section 20.90.100.

Traffic Operations at Driveways

At the Harmon Avenue driveway, the project is estimated to generate 674 inbound trips during the AM peak period and 189 inbound trips during the PM peak hour. The western Parkmoor Avenue driveway exit is estimated to generate 395 outbound trips during the AM peak hour and 329 outbound trips during the PM peak hour (see Figure 14). The school proposes to stagger the start times for Toddler/ELC students and Grades 1 to 5. Toddler and ELC students will arrive from 7:00 – 7:30 AM and Grades 1-5 will arrive from 7:15 – 7:45 AM.

At the Race Street driveway, the project is estimated to generate 158 inbound trips during the AM peak hour between 7:00 – 8:00 AM, 215 inbound trips during the AM peak hour between 8:00 – 9:00 AM, and 227 inbound trips during the PM peak hour. The eastern Parkmoor Avenue driveway exit is estimated to generate 158 outbound trips during between 7:00 – 8:00 AM, 195 outbound trips between 8:00 – 9:00 AM, and 297 outbound trips during the PM peak hour (see Figure 14).

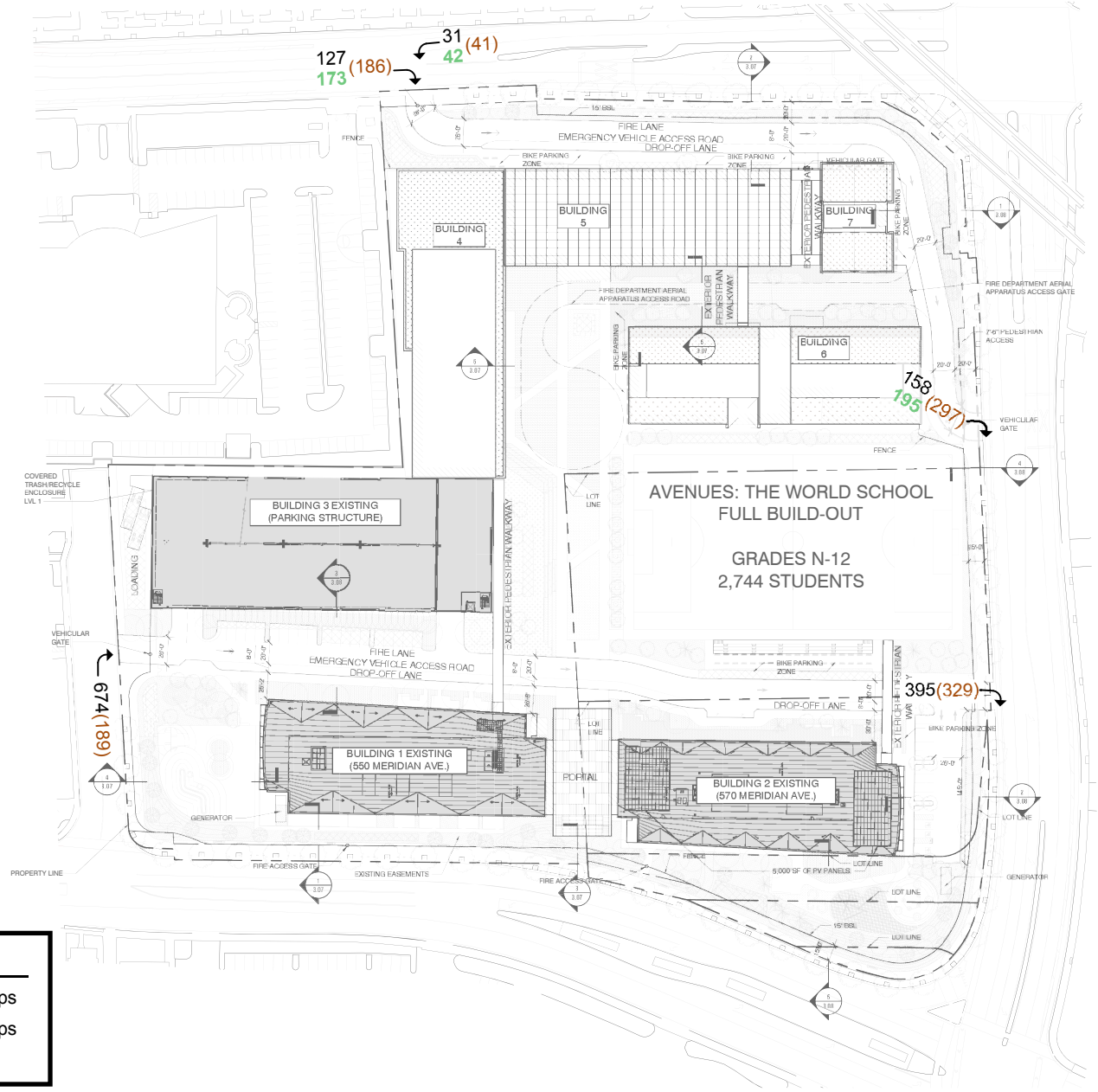
All outbound vehicles will be required to make a right turn out of the driveways due to the proposed Planline (see Figure 13 in Chapter 4).

School Drop-Off and Pick-Up Operations

As shown on the site plan, the project proposes an 8-foot wide drop-off lane along each of the building frontages. The site plan shows two (2) 11-foot wide accessible loading spaces in front of Building 2 with two 5-foot wide access aisles. The staff, toddler program, and grades K-5 would enter the Harmon Avenue drop-off zone via a right turn on eastbound Harmon Avenue and exit onto westbound Parkmoor Avenue. Grades 6-12 would enter the Race Street drop-off zone via a right turn on southbound Race Street and exit onto westbound Parkmoor Avenue.

To minimize the effects of school-generated traffic on residents in the surrounding neighborhood during the peak student drop-of/pick-up periods, the school aims to communicate clearly with students and families the expectations, policies, and rules for student drop-off and pick-up. As proposed, the private school is proposing to stagger the start and end times of the lower grades and higher grades by 15 to 90 minutes. Parents would have a drop-off span of approximately 30 minutes for the lower grades and 60 minutes for the high school before the first bell. Table 10 shows the estimated drop-off and pick-up ranges at capacity.

Based on the Avenues New York School, an average of 15% of Nursery to K students, 20% of Primary (G1-G5), and 35% of Secondary (G6-G12) participate in after school and extracurricular activities on any given day. It is expected that, at the proposed Avenues school, 85% of ELC students will be dismissed between 3:00 and 3:30 PM with the remaining 15% by 4:30 PM, 80% of G1-G5 students will be dismissed between 3:15 and 4:00 PM with the remaining 20% by 4:30 PM, and 65% of G6-G12 students will be dismissed between 3:50 and 4:30 PM with the remaining 35% by 5:30 PM.



LEGEND

XX = 7-8 AM Peak-Hour Trips

XX = 8-9 AM Peak-Hour Trips

(XX) = PM Peak-Hour Trips

Figure 14
Gross Project Driveway Trips

NORTH
Not to Scale

Toddlers do not participate in after-school programs; therefore, parents are expected to pick up their students between 3:20 and 3:40 PM. If parents are late, faculty and staff are expected to stay with the students until the parents arrive for pick up.

The project also proposes to assign faculty and staff to assist traffic flow and the transportation of students. Security staff would prevent cars from standing in the drop-off zone or dropping off passengers in the active traffic lane. Faculty members would oversee arrivals and dismissals and facilitate communications with busses. Faculty members would also be responsible for ensuring students arrive safely to their classrooms. An attendant should be manually directing circulation in the drop-off lane in order to help the traffic flow more smoothly.

Hexagon recommends the school implement the following additional measures to further improve student drop-off and pick-up operations:

- The school should deploy sufficient staff at each loading zone during morning drop-off operations to direct vehicles to ensure the maximum utilization of the loading zone.
- Student loading after school has the potential of being a hectic and inefficient process since it takes time for parents and students to locate each other. Staff and/or parent volunteers can facilitate the loading process to shorten the time parents wait for students to notice them in the loading zone. A staff member could be positioned near the driveway entrance at the street in advance of the loading zone and radio ahead to other staff positioned within the loading zone to announce the names of students who should be ready for pick up. A numbering system could be used to accomplish this. The number is displayed on the dash of the vehicle and is associated with a particular student.
- The school should notify all students and parents not to arrive too early for pick-up if arriving before afternoon dismissal.

Table 10
Estimated Drop Off and Pick Up Ranges, at Capacity

				Arrivals		Departures	
Schedule Shift	**Grades**	**Students**	**Days**	**Begin**	**End[3]**	**Begin**	**End[3]**
Toddler[1]	T	24	M-F	7:00 AM	7:30 AM	3:20 PM	3:40 PM
Nursery to K[1]	N-K	432	M-F	7:00 AM	7:30 AM	3:00 PM	4:30 PM
1st to 5th Grade[2]	G1-G5	880	M-F	7:15 AM	7:45 AM	3:15 PM	4:30 PM
6th to 8th Grade	G6-G8	528	M-F	7:30 AM	8:00 AM	3:50 PM	5:30 PM
9th to 12th Grade	G9-G12	880	M-F	8:00 AM	9:00 AM	3:50 PM	5:30 PM

Notes:
[1] Morning session Toddler to K students can be dropped off as early as 7:00 AM. Only afternoon session Toddler students are shown for departures.
[2] Primary/Secondary division students arrive as early as 7:15 AM for before school activities
[3] End times vary based on after-school programs. ELC and G1-G5 after school progams typically end by 4:30 and G6-G12 after school programs typically end by 5:30

Shuttle/Bus Drop Off

As part of the TDM program, free direct shuttle and bus services would be provided for students in the surrounding neighborhoods. Small shuttle buses would be utilized and would mix with other vehicles.

The applicant is proposing to use the same student drop off zones for parents and buses. Because shuttles are expected to have more students than the average parent vehicle, they are expected to take more time to load and unload students from the vehicle. To keep the queues within the drop off zones to a minimum, shuttles should plan to drop off and pick up students at the corresponding unoccupied loading zone during the respective peak hours. Thus, from 7:00 to 8:00 AM, the shuttles should drop students off at the Race Street loading zone, and from 8:00 to 9:00 AM, the shuttles should drop students off at the Harmon Drive loading zone. Shuttles may also consider dropping off and picking up students within the admissions parking lot, south of Building 2, or in the below-grade garage underneath Building 5.

Drop-Off and Pick-Up Queuing Analysis

To ensure vehicle queues on the project site do not extend onto nearby streets, Hexagon conducted a queuing analysis for the two proposed drop-off zones on site (see Table 11). Queues could occur as a result of vehicles experiencing delay exiting the project site, or vehicles experiencing delay waiting to drop off/pick up at the loading zone. For the purpose of this analysis, Hexagon assumed that for each drop-off period in the morning, 75% of the students would arrive within the last 15 minutes before school start times, with the remaining arriving uniformly prior to the last 15 minutes. For pick-up operations, Hexagon followed the expected dismissal schedules. Below is a detailed analysis of each driveway.

Table 11
Inbound Driveway Queuing Analysis

	Race St. Driveway		Harmon Ave Driveway	
	NBL		SBL	
Analysis Scenario	AM	PM	AM	PM
Existing				
Delay (sec)	9.3	8.4	17.3	30.9
Volume[1]	33	33	90	93
Avg. Queue (veh/ln)	1	1	2	4
Avg. Queue[2] (ft/ln)	25	25	50	100
95th %. Queue (veh/ln)	3	3	5	8
95th %. Queue[2] (ft/ln)	75	75	125	200
Storage (ft/ln)	80	80	75	75
Adequate (Y/N)	Y	Y	**N**	**N**

Notes:
NBL = northbound left; SBL = southbound left
[1] Volume for the peak 15 minute period
[2] Assumes 25 feet per vehicle queued.

Race Street Driveway

The proposed storage capacity for the left turn lane is 80 feet, or approximately 3 vehicles. During the peak 15-minute period, there are estimated to be 33 vehicles during both the AM and PM peak hours turning left into the project driveway from northbound Race Street. The 95th percentile queue is expected to reach 75 feet during both peak hours (see Table 11), which would be accommodated by the proposed storage lane.

Harmon Avenue Driveway

The existing storage capacity for the southbound left-turn lane from Meridian Avenue onto Harmon Avenue is up to 3 vehicles (75 feet) without interfering with other movements. During the peak 15-minute period, there are estimated to be 90 vehicles and 93 vehicles during the AM and PM peak hours, respectively, turning left into Harmon Avenue from southbound Meridian Avenue. The 95th percentile queue is expected to reach 125 feet during the AM peak hour and 200 feet during the PM peak hour (see Table 11). The AM peak hour 95th percentile queue would extend just south of the Saddle Rack Street intersection on Meridian Avenue. The PM peak hour 95th percentile queue would extend into the downstream intersection at Saddle Rack Street.

It is possible that parents would use the Race Street driveway if the queue at the Harmon Avenue driveway continuously extended past the storage lane. Vehicles that would have made a left turn into the Harmon Avenue driveway would be making a right turn into the Race Street driveway. Therefore, queuing issues would not be expected to occur at the Race Street driveway.

Race Street Loading Zone

During drop-off operations, Hexagon estimated that there would be a peak 15-minute period (8:45 – 9:00 AM) where approximately 50 vehicles per 5 minutes will be dropping off using the Race Street loading zone. The drop-off operations would occur outside of the peak 15-minutes of the Harmon Avenue drop off operations. This loading zone proposes approximately 335 feet of loading space, which could accommodate approximately 13 vehicles. Assuming the loading zone is fully utilized throughout the drop-off period, the demand of 50 vehicles per 5 minutes means each vehicle has approximately 78 seconds to pull into the loading zone, drop off the student(s) and exit the loading zone. This amount of time is expected to be sufficient for each vehicle. Therefore, the proposed Race Street loading zone is not expected to cause considerable queuing issues during drop off operations.

During pick-up operations, Hexagon estimated that there would be a peak 30-minute period (4:00 – 4:30 PM) where approximately 33 vehicles per 5 minutes will be picking up using the Race Street loading zone. Assuming full utilization of the loading zone, this would translate to approximately 118 seconds for each vehicle to pull into the loading zone, pick up the student(s) and exit the loading zone. This amount of time is expected to be sufficient for each vehicle. Therefore, the proposed Race Street loading zone is not expected to cause considerable queuing issues during pick up operations.

Harmon Avenue Loading Zone

During drop-off operations, Hexagon estimated that there would be a peak 15-minute period (7:15 AM – 7:30 AM) where approximately 65 vehicles per 5 minutes would be dropping off using the Harmon Avenue loading zone. This loading zone proposes approximately 640 feet of loading space, which could accommodate approximately 26 vehicles. Assuming the loading zone is fully utilized throughout the drop-off period, the demand of 65 vehicles per 5 minutes means each vehicle has approximately 120 seconds to pull into the loading zone, drop off the student(s) and exit the loading zone. This amount of time is expected to be sufficient for each vehicle. Therefore, the proposed Harmon Avenue loading zone is not expected to cause considerable queuing issues during drop off operations.

During pick-up operations, Hexagon estimated that there would be a peak 30-minute period (4:00 – 4:30 PM) where approximately 45 vehicles per 5 minutes will be picking up using the Harmon Avenue loading zone. Assuming full utilization of the loading zone, this would translate to approximately 173 seconds for each vehicle to pull into the loading zone, pick up the student(s), and exit the loading zone. This amount of time is expected to be sufficient for each vehicle. Therefore, the proposed Harmon Avenue loading zone is not expected to cause considerable queuing issues during pick up operations.

Outbound Driveways on Parkmoor Avenue

As shown on Table 10, the school programs (Toddler to Grade 5) that would be near the Harmon Avenue loading zone would all start prior to 7:45 AM, and the majority of the school programs (Grade 6 to 12) near the Race Street loading zone would not begin until after 7:45 AM. Therefore, the loading zones would experience peak loading demands at different times. To ensure that school drop-off queues are contained on site, the project has proposed to utilize both loading zones for all school programs. Staff would be present to facilitate student movement across campus. It is thus assumed that the loading demand for the two driveways would be balanced during school drop-off operations for all school programs.

Due to the LRT tracks east of the outbound driveways at Race Street and Parkmoor Avenue, there are expected to be gaps in westbound traffic, which would allow outbound traffic from the driveways. Field observations showed that, on average, the gates came down for a total of 2 minutes and 30 seconds within a 15-minute period (see Appendix B). According to the Highway Capacity Manual (HCM), 6th Edition, the base follow-up headway for a vehicle turning right out of a minor street onto a major street is 3.3 seconds. Therefore, approximately 45 vehicles would be able to exit the driveway during the 2 minute and 30 second gap. During the remaining time within the 15-minute peak drop-off period, there is capacity for approximately 140 vehicles to exit each driveway onto westbound Parkmoor Avenue. Among the two driveways, there is capacity for approximately 370 vehicles to exit during the peak 15-minute peak drop-off period. Amongst all programs, the drop-off demand would the highest during the 15-minute period between 7:30 and 7:45, where 75% of students between Grades 1 to 5 are assumed to be arriving and 25% of students between Grades 6 to 8 are assumed to be arriving. This peak 15-minute demand would result in 232 outbound trips, which could be accommodated between the two exiting driveways onto Parkmoor Avenue.

It should be noted that this analysis assumes the implementation of the trip cap. The trip cap is necessary to address not only the project-generated VMT impact, but also to ensure queuing at the outbound driveways does not extend back into the neighboring roadway network.

On-Site Vehicular Circulation

On-site vehicular circulation was reviewed for the parking garages in accordance with generally accepted traffic engineering standards. The project would provide 90-degree parking throughout the garages with 20 to 26-foot wide drive aisles. Per the City of San Jose Zoning Code (Table 20-220), the City requires a minimum width of 26 feet for a two-way aisle. Therefore, the project should widen the 20-foot aisles to 26-foot aisles to satisfy the requirements for two-way internal circulation of vehicular traffic. There are no dead-end aisles shown within the proposed basement parking garage, and adequate door space of 3 feet would be provided at the parking stalls situated adjacent to supporting walls. There would be one exterior dead-end drive aisle at the southeast end of the project site, but adequate turnaround space would be provided.

The on-site parking garages would mostly be utilized by staff, visitors, and a portion of students in grades 10-12. The parking garage accessed by Harmon Avenue provides good circulation and access for staff and visitors. The driveway to the parking garage accessed by Race Street is expected to cause circulation issues as vehicles would have to cross the drop off lane in order to enter the garage. Therefore, Hexagon recommends that the project move the driveway of the parking garage before the start of the drop off lane in order to provide better access to the garage.

Parking Stall Dimensions

The City's requirement for standard parking stalls is 8.5 feet wide by 17 feet long. All parking spaces are shown to measure at least 8.5 feet wide by 17 feet long. Therefore, the parking space dimensions would be adequate and would not have vehicles extending into the drive aisle.

Effects on Neighborhood Streets

All project generated inbound traffic would utilize either Harmon Avenue or Race Street and outbound vehicles would utilize Parkmoor Avenue; therefore, it is unlikely that vehicles would cut through neighborhood streets. However, some vehicles might desire to cut-through the property between Saddle Rack Street and Harmon Avenue. It is recommended that the school discourage parents from cutting through parking lots of private properties to access the project site. If the property owners believe too many vehicles are cutting across their parking lots, they may elect to block off their driveways on Harmon Avenue during school drop-off and pick-up periods.

Parking

Vehicular Parking Requirement

The on-site parking was evaluated based on the City of San Jose's Municipal Code, Section 20.90.060. Table 20-190 states that grades K-8 schools provide one space per teacher/employee and grades 9-12 provide one space per teacher/employee plus one space per 5 students. With a total of 480 staff members and 880 students in grades 9-12, the project requires 642 parking spaces (176 parking spaces for students in grades 9-12 and 466 parking spaces for staff). Because the project is located within an Urban Village, a 20% parking reduction can be applied. Therefore, the project would require 514 spaces. The project proposes a total of 642 parking spaces: 463 existing spaces in the garage accessed via Harmon Avenue, 32 surface parking spaces, and a new garage accessed via Race Street with 146 parking spaces.

The project proposes to allow up to 125 students in grades 10-12 to drive to school to utilize the garage on Race Street. Therefore, approximately 19% of students in grades 10-12 may drive to school.

Bicycle Parking Requirement

According to the San Jose Zoning Code, Table 20-190, 48 long term bicycle spaces and 20 short term spaces are required to satisfy the City's requirements (see Table 12). The project proposes 751 bicycle parking spaces; however, the type of parking space is not stated. The project should provide at least 48 long term bicycle spaces and at least 20 short term spaces.

Table 12
Bicycle Parking Requirement

Use	Parking Rate[1]		Project Size		Required Spaces	
	Long Term	Short Term	Size	Units	Long Term	Short term
Grades K-8	1 per 10 full-time employees	1 per 6 classrooms	96	classrooms	--	16
Grades 9-12	1 per 10 full-time employees	1 per 10 classrooms	32	classrooms	--	4
School Employees	--	--	480	staff	48	--
Total					**48**	**20**

Notes:
[1] Bicycle Parking requirement per Table 20-190 of the San Jose Zoning Code

Truck Access and Circulation

Loading Zones

The site plan indicates a truck loading zone along the northern edge of the parking structure on Harmon Avenue. The loading zone is shown to be 30 feet wide at its narrowest and 40 feet wide at its widest and is approximately 135 feet long, which meets the City of San Jose loading space requirements. However, the loading zone could change in the future, and it would be required to meet the City's design guidelines.

Garbage Collection

The site plan shows a trash enclosure on the first floor of the parking structure accessed by Harmon Avenue. It is expected that garbage collection would occur on-site within the loading zone. The location of the trash enclosure may change in the future. It would be expected to remain on the ground floor in order to roll out to the loading zone or curb.

Emergency Vehicle Access

The site plan shows a fire lane adjacent to the drop off zone. The City of San Jose Fire Department requires that all portions of the buildings be within 150 feet of a fire department access road and requires a minimum of 6 feet clearance from the property line along all sides of the buildings. According to the project site plan, the project would meet the 6-foot clearance requirement and the 150-foot fire access requirement on all buildings. Emergency access vehicles can currently exit the area using the parking lot driveway to the north on Harmon Avenue. However, if in the future the northern site is redeveloped, the San Jose Fire Department may require a turn-around point. The project should make allowance for part of a cul-de-sac to be installed at the terminus of Harmon Avenue for possible future redevelopments.

Construction Activities

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

Effects on Transit Services

The project site is well-located to take advantage of good existing transit services, including a Light Rail line. Two local bus routes (Routes 23 and 64B), after the implementation of the VTA Next Network, and one limited stop bus route (Route 523) will serve the vicinity of the project area on weekdays . The bus stops closest to the project site are located 100 feet south of the Harmon Avenue driveway with bus service provided by Route 64B. However, the bus stop should be relocated to the far side of the Parkmoor Avenue and Meridian Avenue intersection due to the amount of inbound project traffic at the Harmon Avenue and Meridian Avenue intersection. The project is just west of the Race Street Light Rail Station. Light Rail Route 902 provides access between Mountain View and Winchester.

To assess the project's effect on transit vehicle delay, the delay experienced by each route running through the study intersections was estimated based on the average vehicle delay that is calculated as part of the intersection level of service analysis. Table 13 summarizes the bus travel times through the

study area and the increase in transit vehicle delay with the addition of the project traffic. VTA does not have significance thresholds to determine impacts on transit vehicle delay. Therefore, this analysis is presented for information purposes only.

The results show that the project would increase the delay for Route 23 eastbound in the AM peak hour by 4 seconds. The day for Route 64B northbound and southbound would also increase. In the northbound direction, the AM peak hour delay would increase by 23.3 seconds, and the PM peak hour delay would increase by 7.3 seconds. The delay for Route 64B would increase in the southbound direction during the PM peak hour by 14.6 seconds. Route 523 also shows an increase of 4.0 seconds in delay for the eastbound direction during the AM peak hour. For all other routes, the analysis shows that the project would result in only negligible increases in delay to some transit vehicles and result in decreases in delay for other transit vehicles. The decreases in delay are attributed to the fact that the addition of the project sometime causes a reallocation of green time, which results in less delay for certain movements and more delay for others.

Table 13
Increase in Transit Vehicle Delay

Route	Direction	Peak Hour	Existing Travel Time (min)[1]	Existing Travel Time[1] (sec)	Increase in Delay[2] (sec)	Increase in Transit Delay (%)
23	Eastbound	AM	4	240	4.0	1.7%
		PM	14	840	3.4	0.4%
	Westbound	AM	9	540	1.0	0.2%
		PM	11	660	5.0	0.8%
64B	Northbound	AM	11	660	23.3	3.5%
		PM	9	540	7.3	1.4%
	Southbound	AM	10	600	2.6	0.4%
		PM	10	600	14.6	2.4%
523	Eastbound	AM	7	420	4.0	1.0%
		PM	12	720	3.4	0.5%
	Westbound	AM	7	420	2.7	0.6%
		PM	8	480	0.1	0.0%

Note:
1. Travel time is based on the VTA's bus schedule for two timepoints closest to each end of the study area.
2. Increase in transit delay/travel time from background conditions to background+project conditions. The transit delay is calculated by adding together the delay of all relevant movements at the study intersections.

Effects on Pedestrians and Bicycles

Pedestrian facilities consist of sidewalks and crosswalks along the streets and intersections in the immediate vicinity of the project site. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. All the signalized intersections, as well as the unsignalized intersections, within a ½-mile radius of the project provide ADA ramps along the curbs at the crosswalk. There are no sidewalks on Meridian Avenue south of Parkmoor Avenue. However, pedestrians can use Race Street to access the neighborhoods south of I-280. Overall, the existing network of sidewalks provide nearby residents, school staff, and students with safe pedestrian routes to transit services and other points of interest in the area.

Pedestrian and Bicycle Site Access

The site plan shows pedestrian paths within and surrounding the project site. Access points include pedestrian and bicycle gates next to the driveways on Harmon Avenue, Parkmoor Avenue, and Race Street. Pedestrian and bicycle access would be provided all along Race Street. A pedestrian gate is

shown through Buildings 5 and 7. To access the project from the LRT station, students would walk to the pedestrian and bicycle gate next to the ingress driveway on Race Street or the eastern egress driveway on Parkmoor Avenue. A pedestrian and bicycle gate would be provided into the campus between Buildings 6 and 7. Recommended improvements for pedestrian and bicycle access are discussed below.

As proposed, the project would not provide a convenient pedestrian access point at Race Street and Parkmoor Avenue between the LRT station and the school. Students taking the LRT station would need to walk to the vehicular driveways on Race Street to access the school site. The school should consider providing a convenient access point for pedestrians to travel between the project site and the LRT station.

There are designated bike lanes along Parkmoor Avenue and Race Street in the immediate vicinity of the project site. Meridian Avenue is a Grand Boulevard with relatively high traffic volumes and no bicycle facilities. Bicyclists should ride with caution on streets with no bike lanes or bike route markings.

Recommended Pedestrian, Bike, and Transit Improvements

The proposed project site is located within the Race Street Light Rail Urban Village Boundary and fronts Meridian Avenue, which has been designated as a Grand Boulevard by the Envision San Jose 2040 General Plan. Grand Boulevards are intended to serve as major transportation corridors with priority given to public transit. Sites within an Urban Village and 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.

To improve pedestrian and bicycle facilities along Meridian Avenue, Parkmoor Avenue, and Race Street, the City has proposed multimodal improvements surrounding the project site, which the project applicant will facilitate completion of. (see Figure 13 in Chapter 4). The planned improvements at each intersection and along the streets are described below. Planned improvements at the intersections include:

- **Meridian Avenue and Parkmoor Avenue**
  - Remove pork chop islands at the northeast corner to improve the multi-modal environment by eliminating an unsignalized pedestrian/vehicle conflict point, increasing the visibility of pedestrians at the intersection corner, decreasing the crossing distance for pedestrians, providing a safer refuge for pedestrians waiting to use the crosswalks, and providing an ADA standard curb ramp.
  - Construct bulb-outs at the northwest corner and tighten the corner radius at the southwest corner to improve the multi-modal environment by increasing the visibility of pedestrians at the intersection corners, decreasing the crossing distance for pedestrians, and providing two ADA standard curb ramps.
  - Provide ADA standard curb ramps and high visibility crosswalks on all legs. .
- **Race Street and Parkmoor Avenue**
  - Construct bulb-outs at the northwest, northeast, and southwest corners of the intersection with ADA ramps and provide high visibility crosswalks on all legs.

As part of the improvement plans, the City also identified improvements for Parkmoor Avenue, Meridian Avenue and Race Street (see Figure 13). The proposed improvements are listed below:

- **Meridian Avenue south of Harmon Avenue**

  - Implement Class IV protected bicycle lanes between Parkmoor Avenue and Harmon AVenue

- **Race Street south of the project driveway**
  - Reconfigure the Class III bicycle route into Class II buffered bicycle lanes

Other roadway improvements shwon in Figure 13 are described in detail in Chapter 4. The City also proposes improvements to Race Street north of the project driveway. However, the project is not required to facilitate implementation of these improvements as they are not along the project frontage.

DRAFT

6. Conclusions

This report presents the results of the traffic analysis conducted for the proposed Avenues School at the northeast corner of Meridian Avenue and Parkmoor Avenue in San Jose, California. This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development.

The proposed private school would serve grades toddler through 12th grade with a maximum student enrollment of 2,744 and an estimated 480 staff and employees. The project site currently includes two office buildings (550 and 570 Meridian Avenue), each three stories, totaling 153,413 square feet (sf), a 4-level parking structure with 462 parking spaces, three large warehouse buildings (529, 581 and 691 Race Street) totaling 150,204 sf, and a smaller office building (1401 Parkmoor Avenue) with 60,060 sf. The proposed school would repurpose the existing office buildings at 550 and 570 Meridian Avenue and the parking garage and demolish the warehouse/industrial buildings.

Access to the project site is currently provided by unsignalized driveways on Harmon Avenue, Parkmoor Avenue, and Race Street. The project is proposing one-way traffic flow on-site, with entrances at the existing driveway on Harmon Avenue and at a new driveway on Race Street. Vehicles would exit the project site with two restricted right-turn only driveways on Parkmoor Avenue.

The potential impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San Jose. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook 2018*, the transportation analysis report for the project includes a CEQA transportation analysis (TA) and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of Vehicle Miles Traveled (VMT). VMT is defined in Chapter 1 of this report. The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak-hour traffic conditions for signalized intersections. The LTA also includes an analysis of site access, on-site circulation, parking, and effects to transit, bicycle, and pedestrian facilities.

CEQA Transportation Impacts

Project Vehicle Miles Traveled (VMT) Impacts and Mitigation Measures

Project Impact: The project generated per-student VMT would exceed the existing per-student VMT by 17%. The project generated per-staff VMT would exceed the existing per-employee VMT threshold by 3%. Therefore, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

Mitigation Measures: As shown in Appendix H, the project is committed to implementing a Transportation Demand Management (TDM) plan that will reduce student VMT by 17% and staff VMT by 3%. With the implementation of the proposed TDM plan, the project impact on VMT would be *less than significant*. The following VMT mitigation measures would be implemented through the TDM plan to achieve a less than significant impact:

- Trip Cap: allow a maximum of 1,795 AM peak hour trips to be generated by the project
- Commute Trip Reduction Marketing/Educational Campaign: promote the use of transit, shared rides, walking, and bicycling through a TDM Coordinator
- School Carpool Program: coordinate carpools amongst parents
- Alternative Work Schedules/Staggered Class Start Times: shift schedules or commute outside of peak congestion periods by staggering the start time for classes for staff and students
- Staff Parking "Cash-Out" Program: provide staff the choice to forgo subsidized/free parking for a cash payment equivalent to the cost that the school would otherwise pay for the parking space
- Bicycle Storage: provide safe storage (lockers or racks) for staff and students to park their bicycles to encourage commuting by bicycle
- Showers/Changing Rooms: provide showers and changing rooms to encourage students and staff to walk or bike to and from school
- Bike Sharing Program: provide land or subsidies for a bike sharing system
- Subsidized or Discounted Transit Program: provide partially or fully subsidized/discounted transit passes
- Free Direct Shuttle/Bus Service: provide shuttle service between the school and areas with high concentrations of student residence

CEQA Cumulative Impacts

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

- The project site is adjacent to a light rail station, as well as bus services and bicycle lanes.
- The project would increase the equivalent employment density in the project area.
- The project is located within the Race Street Light Rail Urban Village.

Urban villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals. The urban village strategy fosters:

- Mixed residential and employment activities that are attractive to an innovative workforce
- Revitalization of underutilized properties that have access to existing infrastructure
- Densities that support transit use, bicycling, and walking
- High-quality urban design

Therefore, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

DRAFT

Local Transportation Analysis

Project Trip Generation

Vehicle trips that would be generated by the proposed school during the AM peak hour were estimated using average trip rates from various similar schools. Trips generated by staff were assumed as one trip per staff member and that 60% of all staff will arrive within the AM peak hour and 30% of all staff will leave during the PM peak hour.

During the PM peak hour, rates for the toddler, ELC program, and kindergarten program were estimated using the percent of students dismissed during the PM peak hour. Students in grades 6-12 are all expected to leave between 4:00 pm and 5:30 pm. Therefore, the AM rate was divided by 1.5 hours to estimate the rate for the peak PM hour.

The project would create a VMT impact, therefore a trip reduction is necessary. The TDM measures propose a trip cap of 1,795 trips during the AM peak hour. Therefore, a trip reduction of 832 trips was applied for the AM peak hour. Based on the proposed TDM measures, the project can apply a 17% student trip reduction and a 3% staff trip reduction for the PM peak hour.

The project site is currently occupied by multiple office buildings and a warehouse that will be demolished as part of the proposed project. Trips that are generated by existing uses to be removed can be subtracted from the gross project trip generation estimates. Trips generated by the existing buildings were calculated based on driveway counts conducted in May 2019.

After applying the trip rates to the proposed project and applying the appropriate trip adjustments and credits, the project would generate 1,741 new trips (1,009 in and 732 out) during the AM peak period and 860 new trips (304 in and 556 out) during the PM peak period.

Intersection Traffic Operations

Based on the City of San Jose intersection operations analysis criteria, none of the study intersections would be adversely affected by the project.

Freeway Segment Capacity Analysis

The results of the CMP freeway segment capacity analysis are summarized in Table ES-1. Because the trips generated by the proposed school would contribute trips equivalent to more than one percent of the capacity on seven of the studied freeway segments, the project would cause a substantial increase in traffic on the freeway segments in the study area. Thus, the project would have an adverse effect on nearby freeway segments.

Mitigation of the freeway impacts would require either widening the freeway or reducing the project trips to a level of insignificance. Caltrans has no plans to widen I-280, and the cost of widening the freeway is beyond the capability of the school project. In order to eliminate the project impact through TDM, it would be necessary to reduce project trips by 65%. This level of trip reduction is not feasible. The City has proposed multimodal improvements surrounding the project site, which the project applicant will facilitate completion of. These multimodal improvements t and the TDM program would encourage the use of alternative modes of transportation and minimize the adverse effects to the freeways.

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian or bicycle facilities in the study area. The proposed project would increase the northbound and southbound delays for transit Route 64B that currently operates on Meridian Avenue during either peak hour.

The following recommendation was identified to address issues associated with intersection queuing:

- It may be possible to lengthen the westbound left-turn pocket at the intersection of Southwest Expressway and Fruitdale Avenue by approximately 125 feet to accommodate future queuing issues.

The following recommendations were identified to address issues associated with the site plan and school operations:

- The project should deploy sufficient staff at each loading zone during morning drop-off operations to direct vehicles and guide students to their appropriate classrooms to ensure the maximum utilization of the loading zones.
- Student loading after school has the potential of being a hectic and inefficient process since it takes time for parents and students to locate each other. Staff and/or parent volunteers can facilitate the loading process to shorten the time parents wait for students to notice them in the loading zone. A staff member could be positioned near the driveway entrance at the street in advance of the loading zone and radio ahead to other staff positioned within the loading zone to announce the names of students who should be ready for pick up. A numbering system could be used to accomplish this. The number is displayed on the dash of the vehicle and is associated with a particular student.
- The school should notify all students and parents not to arrive too early for pick-up if arriving before afternoon dismissal. Parking and waiting along the neighborhood streets should be prohibited.
- The school should move the driveway of the parking garage accessed by Race Street to be before the start of the drop off lane in order to provide better access to the garage.
- The project should widen the proposed 20-foot drive aisles within the proposed garage to 26 feet.
- The project should make allowance for the future development of a cul-de-sac at the terminus of Harmon Avenue for emergency vehicle turnaround.

DRAFT

Avenues TA
Technical Appendices

DRAFT

March 12, 2020

Appendix A
Trip Generation Rates from Various Schools

DRAFT

AM Peak - NATIONAL	Trip Generation Rates (trips per student)						Rate
	Toddler	ELC	K	G1-5	G6-8	G9-12	
Avenues (ITE)	0.78	0.78	0.91	0.91	0.91	0.52	**0.77**
Valley Christian						0.65	
Harker (before shuttle)			1.85		1.51		
Downtown College Prep					1.24	0.91	
John Adams			0.90	0.90	0.90	0.90	
SANDAG	0.95	0.95	0.90	0.90	0.34	0.36	
Creekside Academy			0.92	0.92	0.92		
Caliber Charter			0.90	0.90	0.90		
Summit					1.37	1.06	
Alexander Twilight			1.12	1.12	1.12		
Sacramento Day School			1.18	1.18	1.18	1.18	
DFW Data Collection			1.16	1.16	1.16		
DFW Data Collection			1.12	1.12	1.12		
FDOT Charter Schools 2014					0.99		
Average	**0.95**	**0.95**	**1.12**	**1.02**	**1.06**	**0.84**	
Avenues Students	24	272	160	880	528	880	2744
Custom Gross Trip Generation	**23**	**258**	**179**	**902**	**561**	**742**	
Total Custom Gross	**2665**						**0.97**
Kimley-Horn Estimate	1.85	1.85	1.85	1.51	0.51	0.52	
Avenues Gross Trip Generation	19	212	146	801	480	458	
Avenues Total Net	2115						**0.77**
Avenues Trip Cap	1796						

Source	Type
Gross Trip Generation Counts	Private School
San Jose	
Harker School Union Avenue Campus - Transportation Analysis, February 22, 2019	Private School
San Jose	
John Adams Academy - Traffic Access and Circulation Evaluation, January 13, 2016, Roseville	Private School
San Diego Municipal Code - Trip Generation Manual, May 2003	Not Specified
Creekside Academy, City of Riverview / Hillsborough County, Florida, September 2019	Charter School
Caliber Charter School, Vallejo CA, July 12, 2016	Charter School
Summit K2 Charter School TIA, El Cerrito, June 2015	Charter School
Alexander Twilight College Prep School - Lighthouse Charter School April 12, 2017, Sacramento	Charter School
Sacramento Country Day School - Lighthouse Charter School April 12, 2017	Charter School
DFW Data Collection, Lee Engineering, Irving/Garland TX	Charter Schools (n=5)
DFW Data Collection, Lee Engineering, Irving/Garland TX	Private Schools (n=3)

Custom Net Trip Generation = Average Rate*Avenues Students

Weighted Average Trip Generation Rate (trips per student).

Appendix B
Traffic Counts

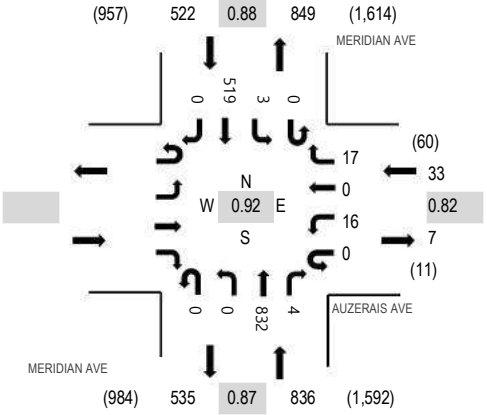
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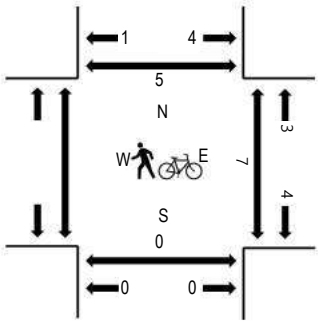
Location: 2 MERIDIAN AVE & AUZERAIS AVE AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	AUZERAIS AVE Eastbound				AUZERAIS AVE Westbound				MERIDIAN AVE Northbound				MERIDIAN AVE Southbound					Rolling Hour	Pedestrian Crossings		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM					0	1	0	2	0	0	154	2	0	0	76	0	235	1,292		2	0	0
7:15 AM					0	5	0	6	0	0	185	0	0	0	113	0	309	1,357		2	0	4
7:30 AM					0	8	0	3	0	0	212	0	0	1	147	0	371	1,391		1	0	1
7:45 AM					0	3	0	4	0	0	237	3	0	0	130	0	377	1,352		3	0	2
8:00 AM					0	4	0	3	0	0	181	1	0	1	110	0	300	1,317		1	0	1
8:15 AM					0	1	0	7	0	0	202	0	0	1	132	0	343			1	0	1
8:30 AM					0	3	0	3	0	0	208	1	0	0	117	0	332			0	0	3
8:45 AM					0	5	0	2	0	0	205	1	0	0	129	0	342			0	0	0

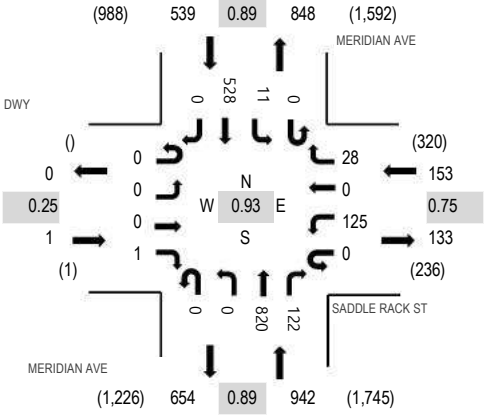
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	2	0	0	0	2	0	4
Bicycles on Road					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	15	0	16	0	0	819	4	0	2	510	0	1,366
Mediums					0	1	0	1	0	0	11	0	0	1	7	0	21
Total					0	16	0	17	0	0	832	4	0	3	519	0	1,391

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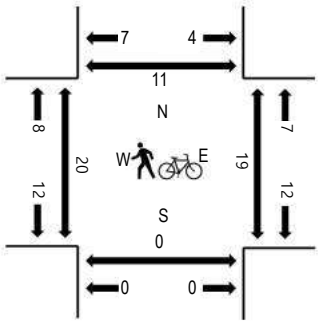
Location: 3 MERIDIAN AVE & SADDLE RACK ST AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DWY Eastbound				SADDLE RACK ST Westbound				MERIDIAN AVE Northbound				MERIDIAN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	30	0	6	0	0	152	17	0	1	79	0	285	1,498	3	2	0	5
7:15 AM	0	0	0	0	0	23	0	11	0	0	161	23	0	2	115	0	335	1,599	1	1	0	6
7:30 AM	0	0	0	0	0	35	0	9	0	0	216	25	0	3	149	0	437	1,635	5	0	0	2
7:45 AM	0	0	0	0	0	32	0	7	0	0	231	33	0	4	134	0	441	1,587	5	12	0	1
8:00 AM	0	0	0	0	0	30	0	8	0	0	196	30	0	3	119	0	386	1,556	2	5	0	5
8:15 AM	0	0	0	1	0	28	0	4	0	0	177	34	0	1	126	0	371		4	2	0	3
8:30 AM	0	0	0	0	0	35	0	6	0	0	203	25	0	2	118	0	389		5	3	0	3
8:45 AM	0	0	0	0	0	40	0	16	0	0	189	33	0	0	132	0	410		3	0	0	1

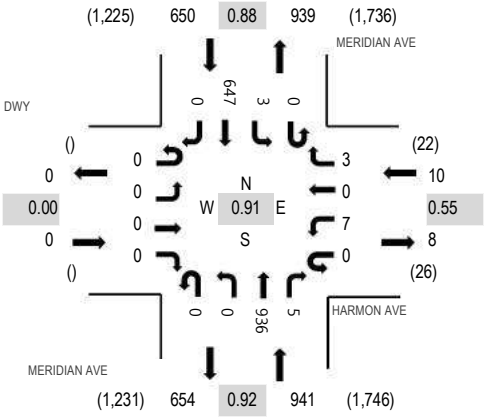
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	2	0	0	0	0	3	1	0	0	2	0	8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	1	0	119	0	27	0	0	808	118	0	10	518	0	1,601
Mediums	0	0	0	0	0	4	0	1	0	0	9	3	0	1	8	0	26
Total	0	0	0	1	0	125	0	28	0	0	820	122	0	11	528	0	1,635

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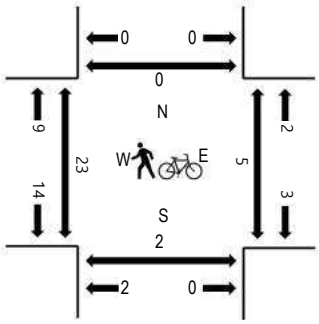
Location: 4 MERIDIAN AVE & HARMON AVE AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DWY Eastbound				HARMON AVE Westbound				MERIDIAN AVE Northbound				MERIDIAN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	2	0	0	0	0	163	3	0	1	107	0	276	1,461	3	0	0	0
7:15 AM	0	0	0	0	0	2	0	3	0	0	183	1	1	0	135	0	325	1,563	2	0	0	0
7:30 AM	0	0	0	0	0	3	0	1	0	0	250	1	0	1	183	0	439	1,601	7	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	256	1	0	2	162	0	421	1,555	5	2	2	0
8:00 AM	0	0	0	0	0	2	0	0	0	0	225	1	0	0	150	0	378	1,532	3	1	0	0
8:15 AM	0	0	0	0	0	2	0	2	0	0	205	2	0	0	152	0	363		4	2	0	0
8:30 AM	0	0	0	0	0	0	0	3	0	0	225	7	0	0	158	0	393		6	1	0	1
8:45 AM	0	0	0	0	0	0	0	2	0	0	217	6	0	0	173	0	398		3	0	0	0

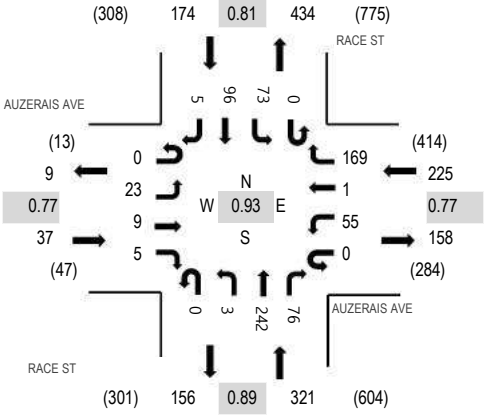
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	7	0	3	0	0	921	5	0	3	633	0	1,572
Mediums	0	0	0	0	0	0	0	0	0	0	13	0	0	0	10	0	23
Total	0	0	0	0	0	7	0	3	0	0	936	5	0	3	647	0	1,601

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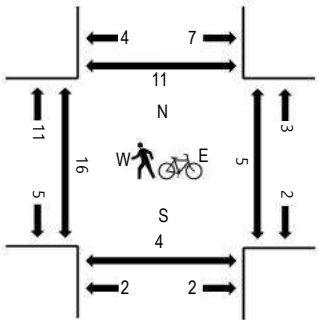
Location: 8 RACE ST & AUZERAIS AVE AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	AUZERAIS AVE Eastbound				AUZERAIS AVE Westbound				RACE ST Northbound				RACE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	1	19	0	35	0	0	44	16	0	5	13	0	133	692	0	3	0	2
7:15 AM	0	2	0	1	0	12	0	34	0	1	55	17	0	14	19	0	155	726	3	1	1	4
7:30 AM	0	4	1	2	0	15	0	59	0	0	63	18	0	13	23	3	201	757	3	1	1	1
7:45 AM	0	6	2	2	0	8	0	44	0	1	62	24	0	24	29	1	203	710	6	3	2	3
8:00 AM	0	9	3	0	0	15	1	27	0	1	46	16	0	20	28	1	167	681	3	0	0	2
8:15 AM	0	4	3	1	0	17	0	39	0	1	71	18	0	16	16	0	186		4	0	0	1
8:30 AM	0	2	0	0	0	16	1	25	0	0	54	18	0	17	20	1	154		4	0	6	0
8:45 AM	0	4	1	0	0	18	1	27	0	0	59	19	0	18	27	0	174		6	0	1	1

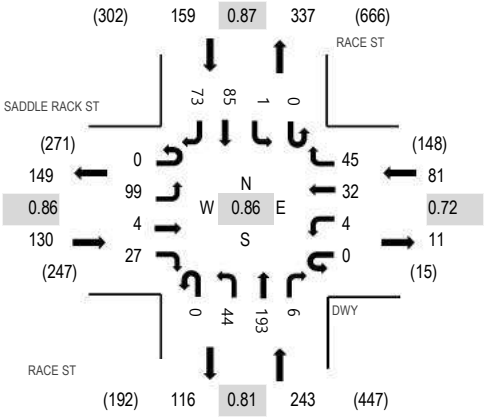
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	1	0	1	3	0	6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	23	9	5	0	52	1	169	0	2	236	74	0	71	89	5	736
Mediums	0	0	0	0	0	2	0	0	0	1	6	1	0	1	4	0	15
Total	0	23	9	5	0	55	1	169	0	3	242	76	0	73	96	5	757

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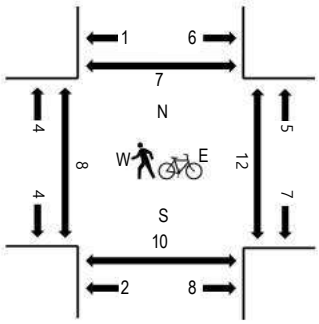
Location: 9 RACE ST & DWY AM
Date: Tuesday, May 7, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SADDLE RACK ST Eastbound				DWY Westbound				RACE ST Northbound				RACE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	21	0	0	0	1	6	8	0	4	39	0	0	0	9	20	108	531	0	3	0	2
7:15 AM	0	23	0	2	0	0	10	9	0	3	52	1	0	0	19	14	133	565	3	3	1	1
7:30 AM	0	27	2	3	0	0	2	12	0	6	45	0	0	0	19	25	141	580	1	2	0	1
7:45 AM	0	33	0	6	0	0	9	10	0	4	50	0	0	1	17	19	149	583	1	8	1	3
8:00 AM	0	23	2	4	0	1	7	3	0	11	45	0	0	0	22	24	142	613	1	1	0	1
8:15 AM	0	23	1	7	0	3	5	20	0	4	51	1	0	1	18	14	148		4	0	1	0
8:30 AM	0	26	0	9	0	0	8	11	0	13	42	1	0	0	20	14	144		3	7	6	3
8:45 AM	0	27	1	7	0	0	12	11	0	16	55	4	0	0	25	21	179		0	4	3	3

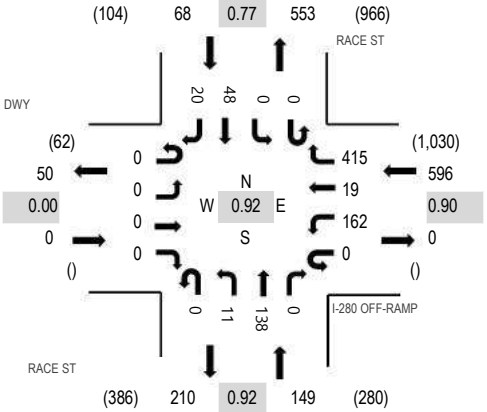
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	94	4	27	0	4	32	45	0	44	190	6	0	1	83	66	596
Mediums	0	5	0	0	0	0	0	0	0	0	3	0	0	0	1	6	15
Total	0	99	4	27	0	4	32	45	0	44	193	6	0	1	85	73	613

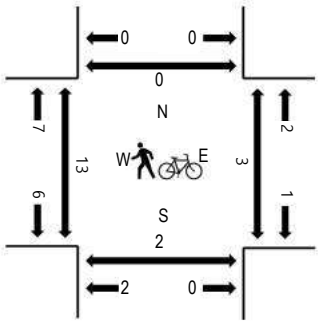
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Location: 11 RACE ST & I-280 OFF-RAMP AM
Date: Tuesday, May 7, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DWY Eastbound				I-280 OFF-RAMP Westbound				RACE ST Northbound				RACE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	25	2	63	0	0	31	0	0	0	6	0	127	601	1	3	0	0
7:15 AM	0	0	0	0	0	39	1	83	0	0	35	0	1	0	9	1	169	694	1	3	0	0
7:30 AM	0	0	0	0	0	29	0	74	0	0	25	0	0	0	10	0	138	723	0	3	0	0
7:45 AM	0	0	0	0	0	52	1	65	0	4	36	0	0	0	6	3	167	778	0	3	0	0
8:00 AM	0	0	0	0	0	39	3	124	0	3	38	0	0	0	9	4	220	813	1	1	0	0
8:15 AM	0	0	0	0	0	40	6	103	0	2	34	0	0	0	10	3	198		0	1	0	0
8:30 AM	0	0	0	0	0	48	5	86	0	1	33	0	0	0	13	7	193		2	1	0	0
8:45 AM	0	0	0	0	0	35	5	102	0	5	33	0	0	0	16	6	202		2	0	0	0

Peak Rolling Hour Flow Rates

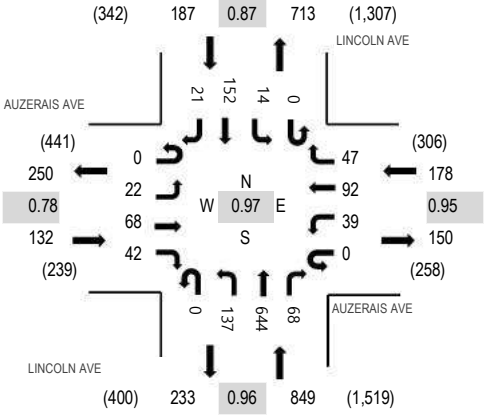
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	159	19	390	0	11	138	0	0	0	47	20	784
Mediums	0	0	0	0	0	1	0	20	0	0	0	0	0	0	1	0	22
Total	0	0	0	0	0	162	19	415	0	11	138	0	0	0	48	20	813

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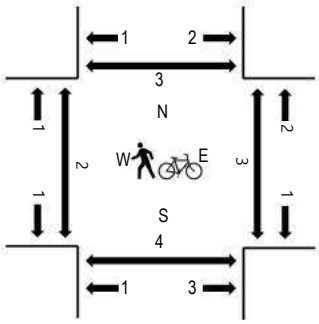
Location: 12 LINCOLN AVE & AUZERAIS AVE AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	AUZERAIS AVE Eastbound				AUZERAIS AVE Westbound				LINCOLN AVE Northbound				LINCOLN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	4	10	1	0	6	18	11	0	26	110	8	0	3	19	5	221	1,146	1	0	0	0
7:15 AM	0	7	9	2	0	3	22	11	0	27	152	8	0	2	27	1	271	1,273	0	0	1	0
7:30 AM	0	6	10	8	0	10	27	10	0	46	151	9	0	0	30	6	313	1,346	1	1	1	2
7:45 AM	0	6	21	11	0	9	20	17	0	35	165	13	0	5	33	6	341	1,327	0	0	2	0
8:00 AM	0	7	17	10	0	11	21	15	0	24	160	24	0	5	48	6	348	1,260	0	0	0	0
8:15 AM	0	3	20	13	0	9	24	5	0	32	168	22	0	4	41	3	344		1	1	0	1
8:30 AM	0	10	11	7	0	2	15	9	0	26	144	18	0	8	38	6	294		1	0	2	0
8:45 AM	0	13	16	17	0	8	13	10	0	27	113	11	0	4	37	5	274		1	0	0	1

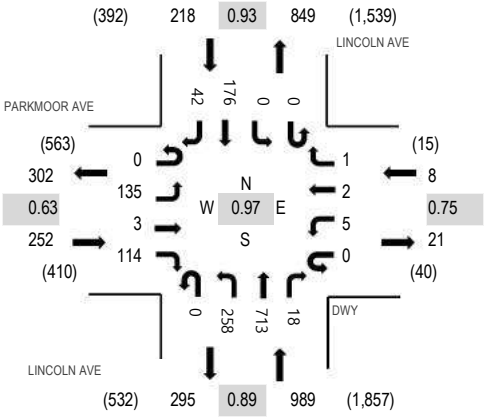
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	22	66	42	0	36	90	45	0	137	640	65	0	14	147	19	1,323
Mediums	0	0	2	0	0	3	2	2	0	0	4	3	0	0	5	1	22
Total	0	22	68	42	0	39	92	47	0	137	644	68	0	14	152	21	1,346

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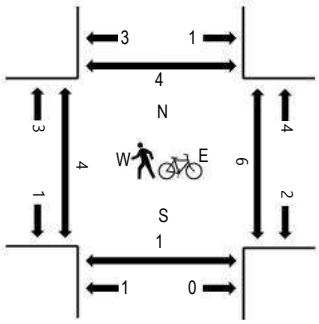
Location: 13 LINCOLN AVE & DWY AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PARKMOOR AVE Eastbound				DWY Westbound				LINCOLN AVE Northbound				LINCOLN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	6	2	14	0	1	0	0	0	62	133	4	0	0	27	7	256	1,250	0	0	0	0
7:15 AM	0	14	1	28	0	0	1	1	0	53	177	0	0	0	26	10	311	1,374	0	0	0	0
7:30 AM	0	17	3	19	0	2	0	1	0	60	180	2	0	0	38	3	325	1,437	1	1	0	0
7:45 AM	0	14	1	17	0	2	0	0	0	65	213	4	0	0	35	7	358	1,467	0	0	0	0
8:00 AM	0	37	1	25	0	1	0	1	0	72	172	7	0	0	53	11	380	1,424	1	3	1	2
8:15 AM	0	72	1	35	0	1	0	0	0	52	149	2	0	0	46	16	374		2	1	0	1
8:30 AM	0	12	0	37	0	1	2	0	0	69	179	5	0	0	42	8	355		1	1	0	1
8:45 AM	1	25	4	24	0	1	0	0	0	58	136	3	0	0	57	6	315		0	1	0	0

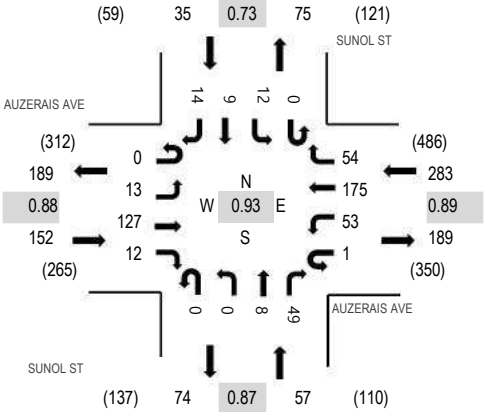
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	122	3	110	0	5	2	1	0	252	711	18	0	0	171	37	1,432
Mediums	0	12	0	4	0	0	0	0	0	5	1	0	0	0	5	5	32
Total	0	135	3	114	0	5	2	1	0	258	713	18	0	0	176	42	1,467

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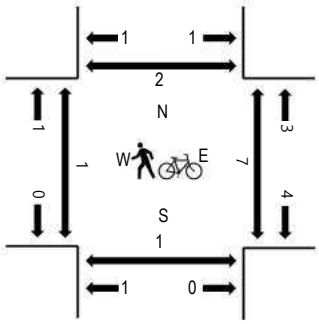
Location: 14 SUNOL ST & AUZERAIS AVE AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	AUZERAIS AVE Eastbound				AUZERAIS AVE Westbound				SUNOL ST Northbound				SUNOL ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	16	1	0	14	34	13	0	1	4	12	0	5	1	1	104	459	0	1	0	0
7:15 AM	0	1	18	0	0	14	34	11	0	0	1	10	0	3	0	1	93	497	0	1	0	0
7:30 AM	0	2	17	1	0	18	53	10	0	0	2	12	0	3	2	1	121	527	0	1	0	0
7:45 AM	0	1	39	2	1	16	45	12	0	0	4	13	0	4	0	4	141	510	0	1	0	0
8:00 AM	0	5	39	5	0	12	44	18	0	0	1	9	0	3	2	4	142	461	0	0	0	0
8:15 AM	0	5	32	4	0	7	33	14	0	0	1	15	0	2	5	5	123		0	5	0	1
8:30 AM	0	0	38	3	0	12	26	6	0	0	0	16	0	1	2	0	104		0	0	0	1
8:45 AM	0	0	32	2	0	10	22	7	0	0	1	8	0	2	4	4	92		0	1	0	0

Peak Rolling Hour Flow Rates

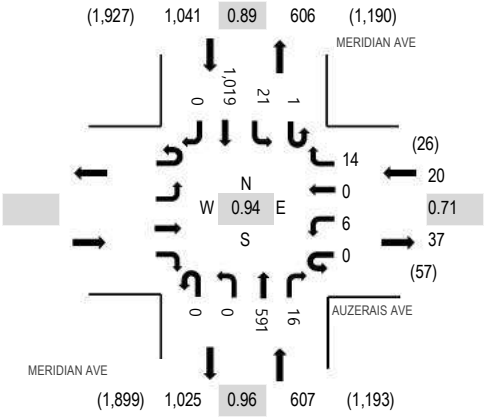
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	8	0	0	0	0	0	10	0	0	0	0	18
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	12	126	11	1	30	172	51	0	0	5	19	0	10	7	11	455
Mediums	0	1	1	1	0	15	3	3	0	0	3	20	0	2	2	3	54
Total	0	13	127	12	1	53	175	54	0	0	8	49	0	12	9	14	527

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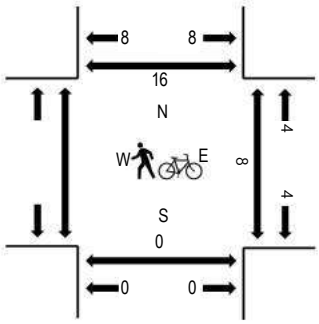
Location: 2 MERIDIAN AVE & AUZERAIS AVE PM
Date: Tuesday, May 7, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	AUZERAIS AVE Eastbound				AUZERAIS AVE Westbound				MERIDIAN AVE Northbound				MERIDIAN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM					0	0	0	2	0	0	142	3	0	1	203	0	351	1,478		1	0	2
4:15 PM					0	1	0	1	0	0	138	2	0	2	191	0	335	1,534		5	0	4
4:30 PM					0	0	0	1	0	0	149	0	1	2	244	0	397	1,616		1	0	2
4:45 PM					0	0	0	1	0	0	149	3	0	7	235	0	395	1,661		0	0	4
5:00 PM					0	1	0	2	0	0	149	4	0	3	248	0	407	1,668		3	0	7
5:15 PM					0	0	0	5	0	0	157	2	0	7	246	0	417			2	0	5
5:30 PM					0	1	0	6	0	0	137	6	0	6	286	0	442			1	0	3
5:45 PM					0	4	0	1	0	0	148	4	1	5	239	0	402			0	0	1

Peak Rolling Hour Flow Rates

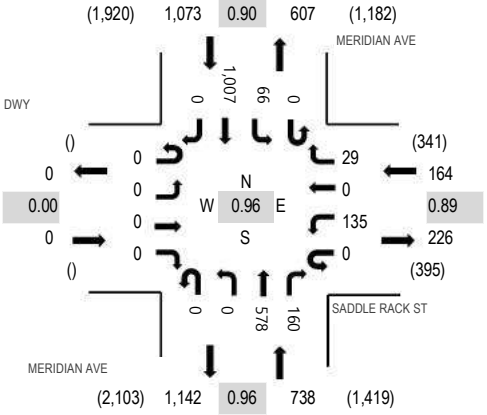
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	6	0	14	0	0	585	16	1	21	1,010	0	1,653
Mediums					0	0	0	0	0	0	6	0	0	0	9	0	15
Total					0	6	0	14	0	0	591	16	1	21	1,019	0	1,668

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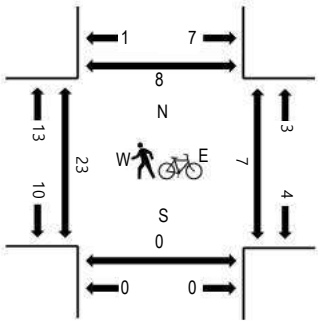
Location: 3 MERIDIAN AVE & SADDLE RACK ST PM
Date: Tuesday, May 7, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DWY Eastbound				SADDLE RACK ST Westbound				MERIDIAN AVE Northbound				MERIDIAN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	29	0	9	0	0	126	33	0	5	197	0	399	1,705	7	7	0	2
4:15 PM	0	0	0	0	0	40	0	9	0	0	135	37	0	5	182	0	408	1,782	9	2	0	8
4:30 PM	0	0	0	0	0	42	0	8	0	0	135	36	0	10	228	0	459	1,864	3	8	0	10
4:45 PM	0	0	0	0	0	31	0	9	0	0	144	35	0	8	212	0	439	1,922	7	2	0	2
5:00 PM	0	0	0	0	0	30	0	8	0	0	140	38	0	13	247	0	476	1,975	2	1	0	1
5:15 PM	0	0	0	0	0	34	0	8	0	0	156	36	0	8	248	0	490		6	4	0	3
5:30 PM	0	0	0	0	0	37	0	5	0	0	136	40	0	29	270	0	517		7	0	0	2
5:45 PM	0	0	0	0	0	34	0	8	0	0	146	46	0	16	242	0	492		3	0	0	0

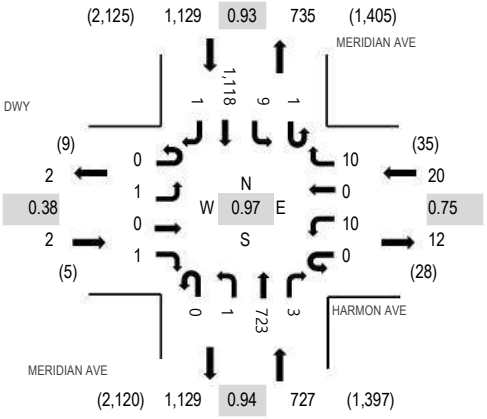
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	130	0	29	0	0	571	158	0	66	999	0	1,953
Mediums	0	0	0	0	0	5	0	0	0	0	7	2	0	0	8	0	22
Total	0	0	0	0	0	135	0	29	0	0	578	160	0	66	1,007	0	1,975

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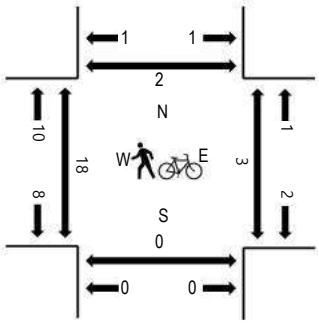
Location: 4 MERIDIAN AVE & HARMON AVE PM
Date: Tuesday, May 7, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DWY Eastbound				HARMON AVE Westbound				MERIDIAN AVE Northbound				MERIDIAN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	1	0	0	1	0	0	0	0	152	1	1	1	225	0	382	1,684	7	4	0	1
4:15 PM	0	0	0	0	0	2	0	2	0	0	174	2	0	1	226	1	408	1,758	7	1	0	0
4:30 PM	0	0	0	1	0	1	0	5	0	3	159	0	0	3	279	0	451	1,824	3	0	0	0
4:45 PM	0	0	1	0	0	1	0	3	1	2	174	2	0	4	254	1	443	1,856	8	1	0	0
5:00 PM	0	0	0	0	0	3	0	4	0	1	167	0	1	1	279	0	456	1,878	1	0	0	2
5:15 PM	0	0	0	0	0	3	0	1	0	0	193	1	0	2	274	0	474		5	1	0	0
5:30 PM	0	1	0	1	0	1	0	3	0	0	171	2	0	1	302	1	483		4	1	0	0
5:45 PM	0	0	0	0	0	3	0	2	0	0	192	0	0	5	263	0	465		4	1	0	0

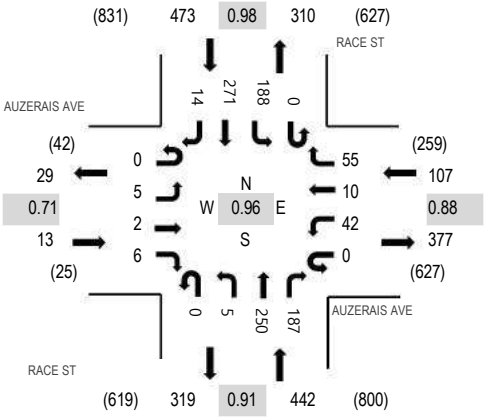
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	0	1	0	10	0	10	0	1	714	3	1	9	1,105	1	1,856
Mediums	0	0	0	0	0	0	0	0	0	0	9	0	0	0	13	0	22
Total	0	1	0	1	0	10	0	10	0	1	723	3	1	9	1,118	1	1,878

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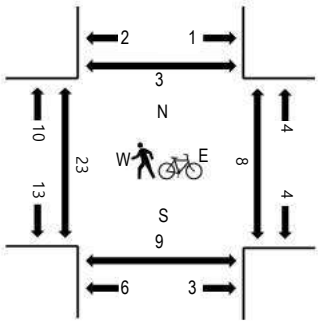
Location: 8 RACE ST & AUZERAIS AVE PM
Date: Tuesday, May 7, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	AUZERAIS AVE Eastbound				AUZERAIS AVE Westbound				RACE ST Northbound				RACE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	0	3	0	18	0	18	0	2	41	32	0	37	37	2	191	880	11	4	5	2
4:15 PM	0	1	0	0	0	21	0	22	1	0	64	26	0	21	67	3	226	942	3	4	4	0
4:30 PM	0	1	0	2	0	19	0	21	0	1	71	27	0	37	55	4	238	985	6	3	2	6
4:45 PM	0	0	2	2	0	17	0	16	0	1	61	31	0	37	58	0	225	1,012	5	2	1	3
5:00 PM	0	2	0	2	0	9	3	14	0	2	60	45	0	49	63	4	253	1,035	6	3	2	0
5:15 PM	0	1	2	3	0	17	3	19	0	1	63	40	0	44	72	4	269		5	0	4	0
5:30 PM	0	1	0	1	0	10	1	10	0	0	77	44	0	45	72	4	265		6	3	1	1
5:45 PM	0	1	0	0	0	6	3	12	0	2	50	58	0	50	64	2	248		3	2	2	1

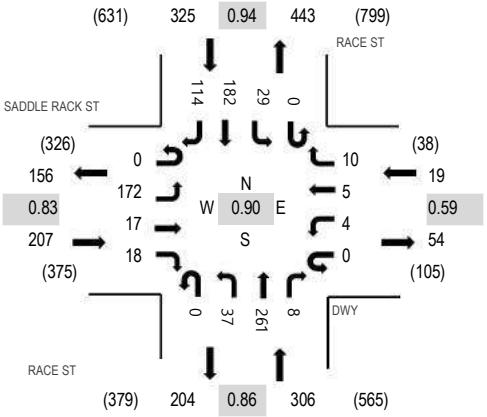
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	5	2	5	0	40	10	55	0	5	248	186	0	186	268	13	1,023
Mediums	0	0	0	1	0	2	0	0	0	0	2	1	0	2	3	1	12
Total	0	5	2	6	0	42	10	55	0	5	250	187	0	188	271	14	1,035

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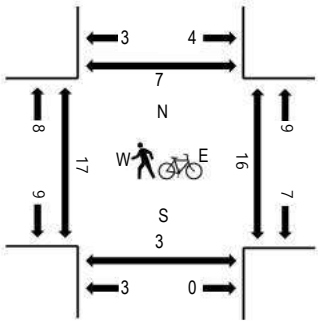
Location: 9 RACE ST & DWY PM
Date: Tuesday, May 7, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SADDLE RACK ST Eastbound				DWY Westbound				RACE ST Northbound				RACE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	32	5	4	0	0	2	3	0	8	41	2	0	4	31	27	159	752	4	15	1	6
4:15 PM	0	31	3	3	0	1	3	3	0	5	56	4	0	6	40	42	197	801	2	6	0	0
4:30 PM	0	41	5	4	0	0	4	1	0	9	58	5	0	6	42	33	208	824	1	16	1	9
4:45 PM	0	32	5	3	0	0	1	1	0	11	57	3	0	3	47	25	188	853	3	6	0	4
5:00 PM	0	44	5	5	0	1	0	0	0	7	65	0	0	7	46	28	208	857	1	4	1	4
5:15 PM	0	33	5	3	0	1	0	1	0	18	69	4	0	10	45	31	220		6	2	0	0
5:30 PM	0	49	5	8	0	2	2	4	0	7	71	1	0	5	51	32	237		4	2	1	0
5:45 PM	0	46	2	2	0	0	3	5	0	5	56	3	0	7	40	23	192		6	7	1	3

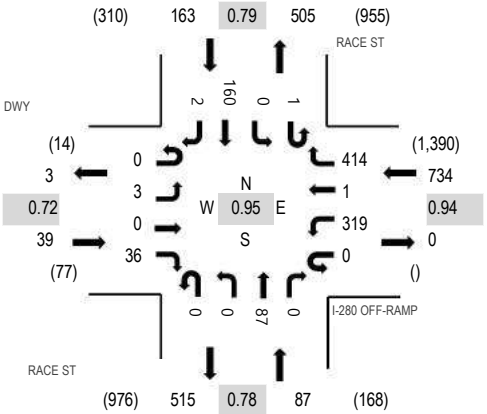
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	170	17	17	0	4	5	10	0	36	260	8	0	29	181	109	846
Mediums	0	2	0	1	0	0	0	0	0	1	1	0	0	0	1	5	11
Total	0	172	17	18	0	4	5	10	0	37	261	8	0	29	182	114	857

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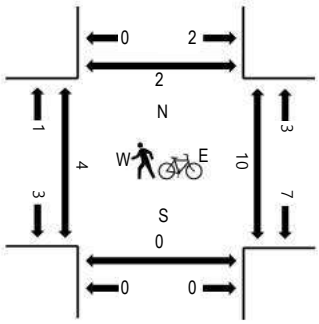
Location: 11 RACE ST & I-280 OFF-RAMP PM
Date: Tuesday, May 7, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DWY Eastbound				I-280 OFF-RAMP Westbound				RACE ST Northbound				RACE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	2	0	7	0	51	3	89	0	1	17	0	0	0	30	2	202	952	3	2	0	0
4:15 PM	0	2	0	4	0	77	2	96	0	0	21	0	0	0	38	3	243	991	3	1	0	0
4:30 PM	0	3	0	11	0	73	0	96	0	0	20	0	0	0	35	0	238	1,009	2	0	0	0
4:45 PM	0	2	0	6	0	86	0	109	0	0	28	0	1	0	36	1	269	1,023	1	1	0	0
5:00 PM	0	0	0	15	0	75	1	98	0	0	15	0	0	0	37	0	241	993	0	2	0	2
5:15 PM	0	1	0	4	0	81	0	102	0	0	21	0	0	0	52	0	261		0	4	0	0
5:30 PM	0	0	0	11	0	77	0	105	0	0	23	0	0	0	35	1	252		3	3	0	0
5:45 PM	0	0	0	9	0	87	0	82	0	0	22	0	0	0	39	0	239		5	2	0	0

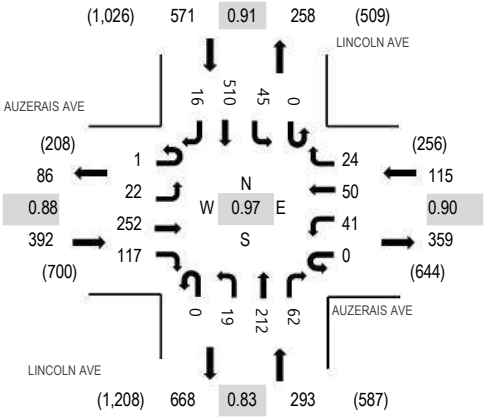
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	3	0	36	0	318	1	405	0	0	87	0	1	0	159	2	1,012
Mediums	0	0	0	0	0	1	0	7	0	0	0	0	0	0	1	0	9
Total	0	3	0	36	0	319	1	414	0	0	87	0	1	0	160	2	1,023

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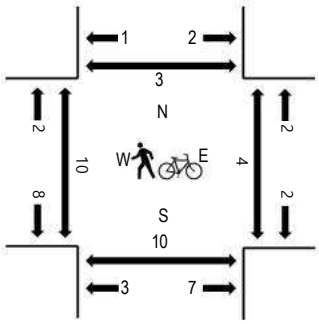
Location: 12 LINCOLN AVE & AUZERAIS AVE PM
Date: Tuesday, May 7, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	AUZERAIS AVE Eastbound				AUZERAIS AVE Westbound				LINCOLN AVE Northbound				LINCOLN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	7	49	27	0	9	16	7	0	7	41	16	0	5	90	1	275	1,198	4	2	2	0
4:15 PM	0	4	30	20	0	13	20	7	0	12	66	13	0	17	87	6	295	1,252	0	2	0	0
4:30 PM	0	6	48	36	0	10	18	9	0	9	50	16	0	9	111	2	324	1,311	0	0	1	0
4:45 PM	0	5	52	24	0	10	14	8	0	8	41	15	0	15	103	9	304	1,330	1	2	1	0
5:00 PM	0	5	63	34	0	15	13	7	0	5	49	17	0	8	111	2	329	1,371	1	1	2	0
5:15 PM	1	4	61	25	0	12	17	4	0	8	50	15	0	10	140	7	354		1	1	1	1
5:30 PM	0	6	53	29	0	12	10	7	0	2	59	17	0	13	132	3	343		3	0	4	1
5:45 PM	0	7	75	29	0	2	10	6	0	4	54	13	0	14	127	4	345		2	0	2	0

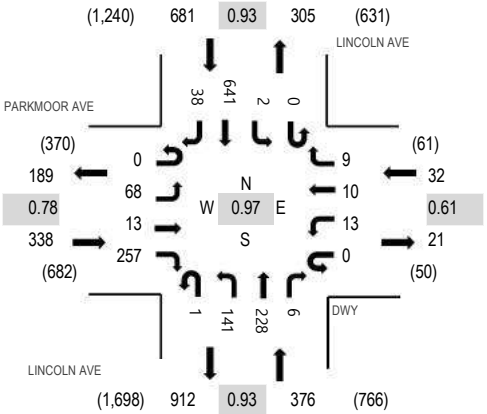
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	22	251	116	0	40	50	24	0	16	210	62	0	45	505	16	1,358
Mediums	0	0	1	1	0	1	0	0	0	3	2	0	0	0	3	0	11
Total	1	22	252	117	0	41	50	24	0	19	212	62	0	45	510	16	1,371

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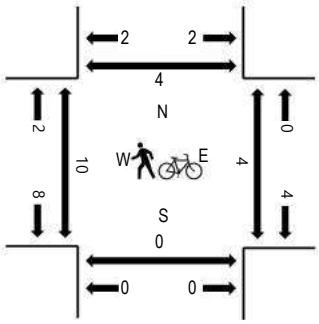
Location: 13 LINCOLN AVE & DWY PM
Date: Tuesday, May 7, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PARKMOOR AVE Eastbound				DWY Westbound				LINCOLN AVE Northbound				LINCOLN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	15	6	66	0	5	2	2	0	30	62	5	0	0	122	10	325	1,322	2	6	0	7
4:15 PM	0	27	7	76	0	4	4	1	0	30	70	3	0	0	100	10	332	1,334	1	5	0	1
4:30 PM	0	15	0	54	0	1	3	1	0	36	68	1	0	0	166	8	353	1,365	2	2	0	2
4:45 PM	0	15	4	59	0	5	1	0	0	33	50	2	0	1	128	14	312	1,371	1	2	0	0
5:00 PM	0	21	1	64	0	5	5	4	0	37	45	2	0	1	142	10	337	1,427	1	0	0	0
5:15 PM	0	17	1	57	0	3	0	2	1	41	63	1	0	0	166	11	363		5	1	0	3
5:30 PM	0	19	5	52	0	2	1	0	0	35	61	1	0	1	170	12	359		1	1	0	0
5:45 PM	0	11	6	84	0	3	4	3	0	28	59	2	0	0	163	5	368		0	1	0	1

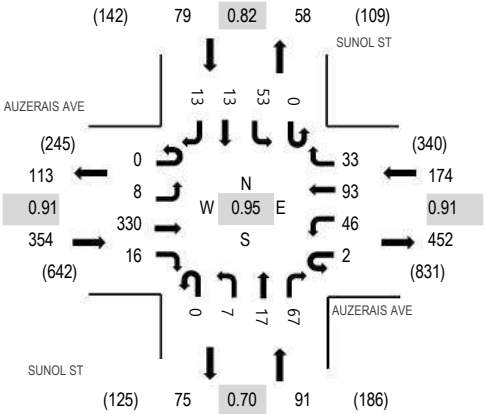
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	64	13	254	0	13	10	9	1	140	228	6	0	2	639	37	1,416
Mediums	0	4	0	3	0	0	0	0	0	1	0	0	0	0	2	1	11
Total	0	68	13	257	0	13	10	9	1	141	228	6	0	2	641	38	1,427

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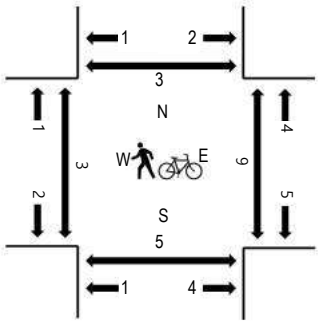
Location: 14 SUNOL ST & AUZERAIS AVE PM
Date: Tuesday, May 7, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	AUZERAIS AVE Eastbound				AUZERAIS AVE Westbound				SUNOL ST Northbound				SUNOL ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	62	5	0	1	23	3	0	1	4	22	0	5	1	3	135	612	0	3	0	0
4:15 PM	0	4	52	5	0	12	31	6	0	5	1	28	0	10	2	3	159	653	0	8	0	0
4:30 PM	0	1	71	3	0	6	33	11	0	1	0	21	0	13	3	4	167	667	0	2	2	0
4:45 PM	0	7	70	3	0	7	25	8	0	0	1	11	0	14	2	3	151	665	0	0	0	0
5:00 PM	0	2	87	2	0	3	32	7	0	1	6	20	0	9	3	4	176	698	0	0	0	0
5:15 PM	0	2	78	5	0	11	27	8	0	2	0	16	0	15	4	5	173		0	4	2	0
5:30 PM	0	2	74	5	1	11	23	7	0	2	5	16	0	14	3	2	165		3	2	3	1
5:45 PM	0	2	91	4	1	21	11	11	0	2	6	15	0	15	3	2	184		0	3	0	0

Peak Rolling Hour Flow Rates

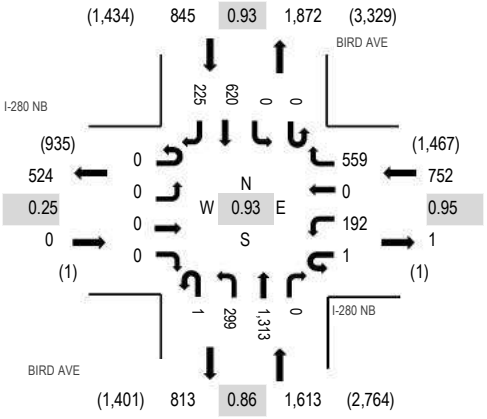
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	8	329	16	2	45	91	32	0	7	17	65	0	53	13	13	691
Mediums	0	0	1	0	0	1	2	1	0	0	0	2	0	0	0	0	7
Total	0	8	330	16	2	46	93	33	0	7	17	67	0	53	13	13	698

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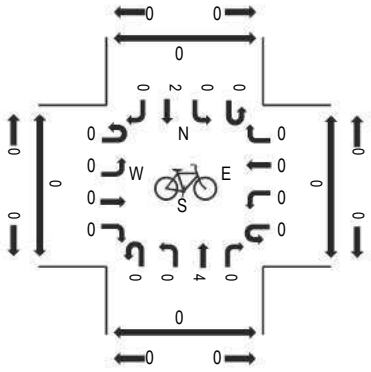
(303) 216-2439
www.alltrafficdata.net

Location: 1 BIRD AVE & I-280 NB AM
Date: Thursday, May 30, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

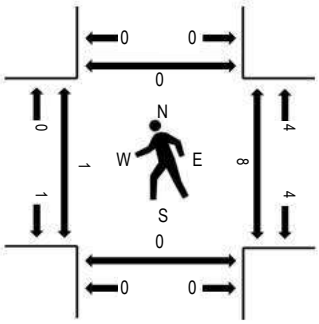
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-280 NB Eastbound				I-280 NB Westbound				BIRD AVE Northbound				BIRD AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	20	2	146	4	47	160	0	0	0	83	32	494	2,722	0	4	0	0
7:15 AM	0	0	0	0	0	38	0	164	0	56	216	0	0	0	92	40	606	3,090	0	5	0	0
7:30 AM	0	0	0	0	0	48	0	153	0	62	317	0	0	0	159	55	794	3,210	0	4	0	0
7:45 AM	0	0	0	0	1	53	0	133	0	86	329	0	0	0	172	54	828	3,089	0	4	0	0
8:00 AM	0	0	0	0	0	38	0	140	1	81	387	0	0	0	156	59	862	2,944	0	0	0	0
8:15 AM	0	0	0	0	0	53	0	133	0	70	280	0	0	0	133	57	726		1	0	0	0
8:30 AM	0	0	0	1	0	51	0	119	1	71	263	0	0	0	118	49	673		1	0	0	0
8:45 AM	0	0	0	0	0	56	0	119	0	63	270	0	0	0	124	51	683		1	0	0	0

Peak Rolling Hour Flow Rates

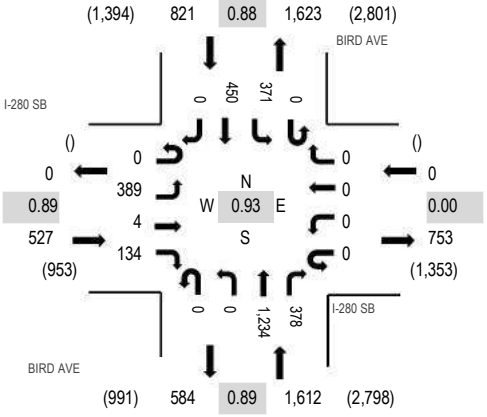
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	13	0	0	1	0	0	0	17	2	33
Lights	0	0	0	0	1	187	0	529	1	295	1,292	0	0	0	587	205	3,097
Mediums	0	0	0	0	0	5	0	17	0	4	20	0	0	0	16	18	80
Total	0	0	0	0	1	192	0	559	1	299	1,313	0	0	0	620	225	3,210

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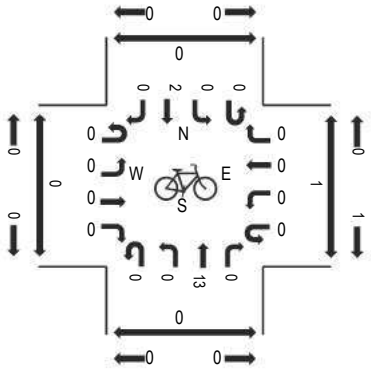
(303) 216-2439
www.alltrafficdata.net

Location: 2 BIRD AVE & I-280 SB AM
Date: Thursday, May 30, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

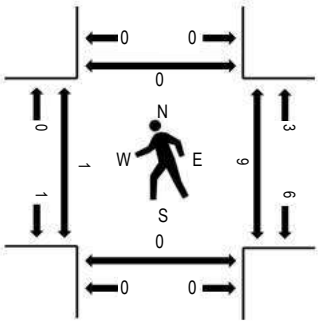
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-280 SB Eastbound				I-280 SB Westbound				BIRD AVE Northbound				BIRD AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	39	2	20	0	0	0	0	0	0	178	65	0	60	43	0	407	2,445	0	2	0	0
7:15 AM	0	54	2	27	0	0	0	0	0	0	227	75	1	59	71	0	516	2,836	0	1	0	0
7:30 AM	0	86	0	27	0	0	0	0	0	0	297	106	0	94	114	0	724	2,960	0	0	0	0
7:45 AM	0	92	1	46	0	0	0	0	0	0	324	101	0	94	140	0	798	2,864	0	3	0	0
8:00 AM	0	119	3	37	0	0	0	0	0	0	353	102	0	91	93	0	798	2,700	0	5	0	0
8:15 AM	0	92	0	24	0	0	0	0	0	0	260	69	0	92	103	0	640		1	1	0	0
8:30 AM	0	119	0	33	0	0	0	0	0	0	221	84	0	83	88	0	628		0	0	0	0
8:45 AM	0	96	0	34	0	0	0	0	0	0	243	93	0	77	91	0	634		2	0	0	0

Peak Rolling Hour Flow Rates

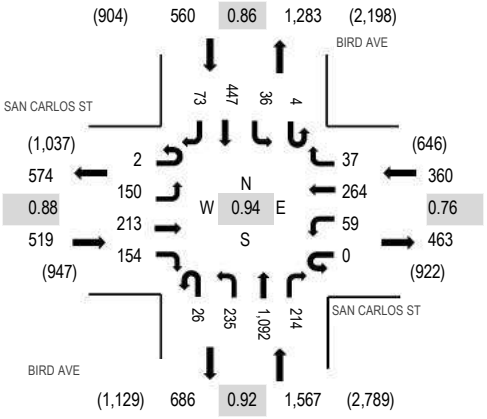
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	12	0	0	13
Lights	0	379	4	131	0	0	0	0	0	0	1,221	376	0	348	444	0	2,903
Mediums	0	10	0	3	0	0	0	0	0	0	12	2	0	11	6	0	44
Total	0	389	4	134	0	0	0	0	0	0	1,234	378	0	371	450	0	2,960

All Traffic Data Services Inc.

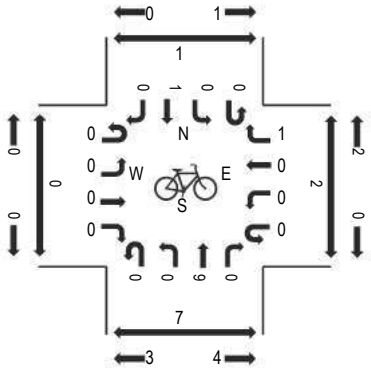
(303) 216-2439
www.alltrafficdata.net

Location: 3 BIRD AVE & SAN CARLOS ST AM
Date: Thursday, May 30, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

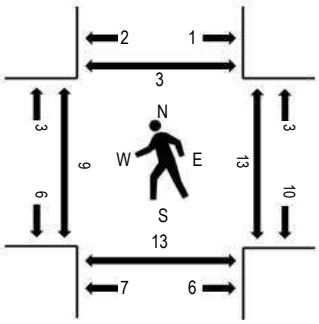
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SAN CARLOS ST Eastbound				SAN CARLOS ST Westbound				BIRD AVE Northbound				BIRD AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	21	40	22	0	15	53	7	3	58	148	33	0	9	60	9	478	2,521	1	1	3	1
7:15 AM	0	17	36	26	0	13	48	6	3	76	186	43	0	7	47	15	523	2,846	3	4	2	1
7:30 AM	0	34	45	36	0	17	85	16	6	70	248	41	2	12	122	15	749	3,006	1	4	4	0
7:45 AM	0	29	59	36	0	13	63	5	11	58	293	41	1	13	129	20	771	2,935	1	5	2	0
8:00 AM	2	56	58	43	0	19	67	6	3	57	297	71	1	7	97	19	803	2,765	4	2	2	1
8:15 AM	0	31	51	39	0	10	49	10	6	50	254	61	0	4	99	19	683		3	2	5	2
8:30 AM	1	39	76	38	0	20	45	7	3	44	238	64	4	8	75	16	678		4	4	1	1
8:45 AM	1	27	58	26	0	20	46	6	3	33	208	79	1	6	69	18	601		2	5	3	1

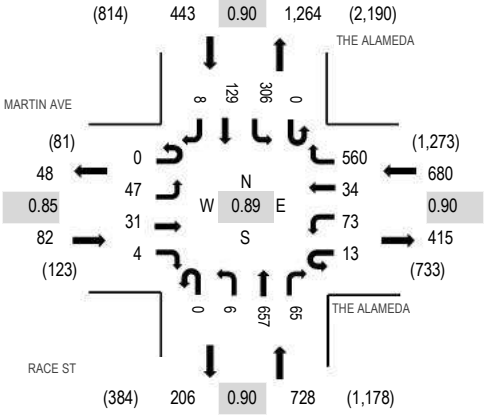
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	3	0	0	1	0	0	1	0	1	0	0	2	0	8
Lights	2	147	203	146	0	56	245	36	24	230	1,077	211	4	36	424	70	2,911
Mediums	0	3	10	5	0	3	18	1	2	4	15	2	0	0	21	3	87
Total	2	150	213	154	0	59	264	37	26	235	1,092	214	4	36	447	73	3,006

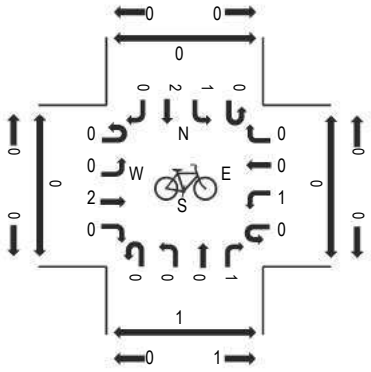
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 4 RACE ST & THE ALAMEDA AM
Date: Thursday, May 30, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

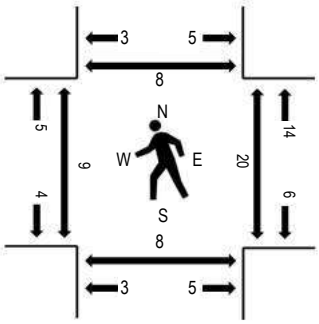
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MARTIN AVE Eastbound				THE ALAMEDA Westbound				RACE ST Northbound				THE ALAMEDA Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	4	2	1	3	15	5	125	0	1	66	9	0	43	19	2	295	1,614	3	3	1	3
7:15 AM	0	5	4	1	1	15	5	127	0	1	110	12	0	72	29	1	383	1,772	2	0	2	1
7:30 AM	0	8	4	1	1	19	8	145	0	0	103	5	0	72	27	2	395	1,897	1	0	3	1
7:45 AM	0	10	6	1	0	22	14	163	0	1	181	20	0	78	43	2	541	1,933	2	8	2	1
8:00 AM	0	11	8	1	3	17	8	145	0	3	158	7	0	65	25	2	453	1,774	1	7	1	3
8:15 AM	0	12	7	2	6	15	8	146	0	1	184	18	0	72	34	3	508		1	2	0	1
8:30 AM	0	14	10	0	4	19	4	106	0	1	134	20	0	91	27	1	431		5	3	5	3
8:45 AM	0	5	6	0	2	16	6	100	0	0	128	15	0	67	35	2	382		8	13	5	0

Peak Rolling Hour Flow Rates

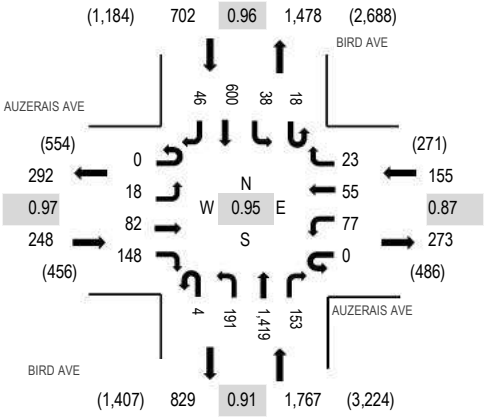
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
Lights	0	46	31	3	13	67	34	536	0	6	645	61	0	289	122	7	1,860
Mediums	0	1	0	1	0	5	0	24	0	0	12	4	0	17	6	1	71
Total	0	47	31	4	13	73	34	560	0	6	657	65	0	306	129	8	1,933

All Traffic Data Services Inc.

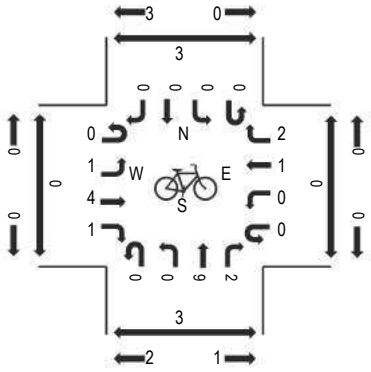
(303) 216-2439
www.alltrafficdata.net

Location: 5 BIRD AVE & AUZERAIS AVE AM
Date: Thursday, May 30, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

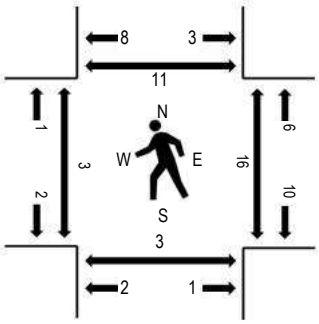
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AUZERAIS AVE Eastbound				AUZERAIS AVE Westbound				BIRD AVE Northbound				BIRD AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	13	20	0	10	10	5	0	52	232	26	1	5	87	13	476	2,520	0	1	0	0
7:15 AM	0	10	21	32	0	15	17	5	0	49	295	32	2	7	87	6	578	2,800	0	2	0	0
7:30 AM	0	5	15	44	0	19	14	5	1	52	339	37	6	12	153	12	714	2,872	0	2	2	0
7:45 AM	0	5	17	40	0	21	17	8	2	49	372	39	2	7	158	15	752	2,760	0	6	0	4
8:00 AM	0	4	18	37	0	19	14	6	0	49	393	43	3	10	153	7	756	2,615	1	5	1	4
8:15 AM	0	4	32	27	0	18	10	4	1	41	315	34	7	9	136	12	650		2	3	0	3
8:30 AM	0	8	18	31	0	14	6	1	0	34	318	28	1	7	120	16	602		0	0	0	1
8:45 AM	0	6	13	34	0	16	15	2	1	37	317	36	5	7	111	7	607		1	1	0	1

Peak Rolling Hour Flow Rates

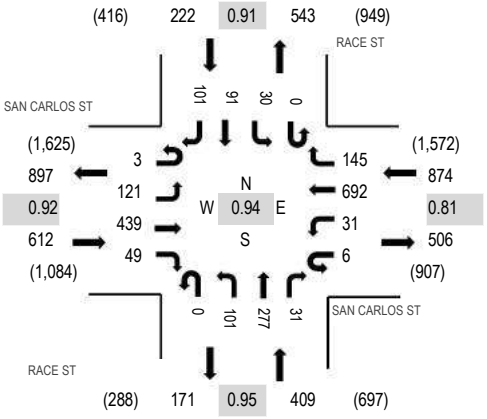
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	13	0	0	0	0	0	12	2	0	0	0	3	0	32
Lights	0	17	75	127	0	76	53	23	4	165	1,398	152	16	37	570	40	2,753
Mediums	0	0	6	8	0	1	2	0	0	14	19	1	2	1	27	6	87
Total	0	18	82	148	0	77	55	23	4	191	1,419	153	18	38	600	46	2,872

All Traffic Data Services Inc.

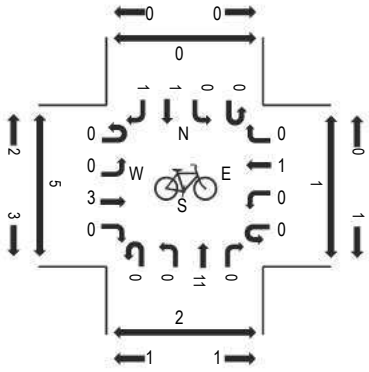
(303) 216-2439
www.alltrafficdata.net

Location: 6 RACE ST & SAN CARLOS ST AM
Date: Thursday, May 30, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

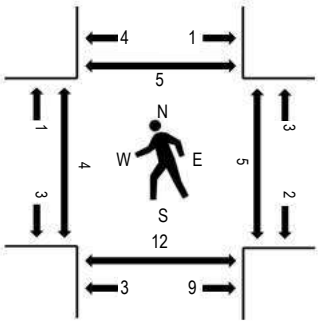
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SAN CARLOS ST Eastbound				SAN CARLOS ST Westbound				RACE ST Northbound				RACE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	20	59	7	2	6	146	32	0	22	32	4	0	6	11	25	372	1,869	0	0	1	1
7:15 AM	3	24	76	6	2	5	157	27	0	17	44	6	0	3	15	23	408	2,008	4	0	2	4
7:30 AM	1	21	95	13	3	10	220	36	0	37	67	4	0	6	22	30	565	2,117	1	0	2	1
7:45 AM	0	38	120	14	0	9	163	30	0	21	61	7	0	12	28	21	524	2,020	0	4	7	0
8:00 AM	2	29	130	14	2	7	141	30	0	23	77	8	0	5	23	20	511	1,900	2	1	2	3
8:15 AM	0	33	94	8	1	5	168	49	0	20	72	12	0	7	18	30	517		1	0	1	1
8:30 AM	4	35	115	10	1	6	116	39	0	16	57	12	0	10	17	30	468		3	0	2	1
8:45 AM	0	18	88	7	0	8	125	26	0	20	52	6	0	11	19	24	404		2	1	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	3	1	0	1	0	1	0	0	1	2	10
Lights	3	117	420	47	6	30	667	139	0	99	271	30	0	29	86	95	2,039
Mediums	0	4	19	1	0	1	22	5	0	1	6	0	0	1	4	4	68
Total	3	121	439	49	6	31	692	145	0	101	277	31	0	30	91	101	2,117

Avenues - Count Adjustments

		NBLT	NBTH	NBRT	SBLT	SBTH	SBRT	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	Sum
Bird and Auzerais	**In-Use (5/18/17)**	**247**	**1655**	**123**	**31**	**504**	**20**	**42**	**95**	**183**	**75**	**65**	**30**	**3070**
	New (5/30/2019)	195	1419	153	56	600	46	18	82	148	77	55	23	2872
Race and San Carlos	**In-Use (2/14/18)**	**72**	**118**	**75**	**138**	**253**	**185**	**148**	**1045**	**88**	**45**	**453**	**55**	**2675**
	New (5/30/18)	101	277	31	30	91	101	124	439	49	37	692	145	2117
Bird and I-280 NB	**Proposed**	**300**	**1418**	**0**	**0**	**620**	**225**	**0**	**0**	**0**	**201**	**0**	**604**	**3368**
	New (5/30/18)	300	1313	0	0	620	225	0	0	0	193	0	559	3210
	Proposed - New	0	105	0	0	0	0	0	0	0	8	0	45	158
	Old (3/31/15)	231	1263	0	0	558	186	0	0	0	190	116	797	3341
	Proposed - Old	69	155	0	0	62	39	0	0	0	11	-116	-193	27
Bird and I-280 SB	**Proposed**	**0**	**1308**	**378**	**371**	**450**	**0**	**584**	**4**	**201**	**0**	**0**	**0**	**3296**
	New (5/30/18)	0	1234	378	371	450	0	389	4	134	0	0	0	2960
	Proposed - New	0	74	0	0	0	0	195	0	67	0	0	0	336
	Old (3/31/15)	0	1112	252	364	434	0	396	4	113	0	0	0	2675
	Proposed - Old	0	196	126	7	16	0	188	0	88	0	0	0	621
Bird and San Carlos	**Proposed**	**287**	**1201**	**235**	**40**	**447**	**73**	**380**	**533**	**385**	**59**	**264**	**37**	**3941**
	New (5/30/18)	261	1092	214	40	447	73	152	213	154	59	264	37	3006
	Proposed - New	26	109	21	0	0	0	228	320	231	0	0	0	935
	Old (3/31/15)	263	1150	155	28	442	56	113	259	145	59	323	44	3037
	Proposed - Old	24	51	80	12	5	17	267	274	240	0	-59	-7	904

Proposed/In-Use	16350		
New	14165	Overall Factor:	115%

		NBLT	NBTH	NBRT	SBLT	SBTH	SBRT	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	Sum
Race and The Alameda	**Proposed (115% of new)**	**7**	**758**	**75**	**54**	**36**	**5**	**0**	**353**	**158**	**139**	**646**	**0**	**2231**
	New Counts	6	657	65	47	31	4	0	306	137	120	560	0	1933

Appendix C
City of San Jose ATI

DRAFT

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	15	33	0	0	16	7	0	0	0	9	0	20
NSJ NORTH SAN JOSE	3	12	0	0	0	0	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	5	0	0	8	7	0	0	0	0	0	3
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	1	0	0	4	0	0	0	0	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	14	0	0	15	18	0	0	0	0	0	11
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	0	0	1	0	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	7	0	0	11	11	0	0	0	0	0	7
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	3	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	17	0	0	1	0	0	0	0	0	0	0

TOTAL:	**18**	**92**	**0**	**0**	**55**	**43**	**0**	**0**	**0**	**10**	**0**	**41**

	LEFT	THRU	RIGHT
NORTH	0	55	43
EAST	10	0	41
SOUTH	18	92	0
WEST	0	0	0

PM APPROVED TRIPS

05/08/2019

Intersection of: 280/BIRD (N)

Traffix Node Number: 3032

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	13	35	0	0	112	42	0	0	0	17	0	20
NSJ NORTH SAN JOSE	0	1	0	0	5	2	0	0	0	1	0	1
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	9	0	0	4	3	0	0	0	0	0	5
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	1	0	0	1	0	0	0	0	0	0	1
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	2	0	0	2	0	0	0	0	0	0	1
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	26	0	0	29	36	0	0	0	0	0	21
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	2	0	0	3	2	0	0	0	3	0	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	11	0	0	7	7	0	0	0	0	0	11
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	2	0	0	0	0	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	2	0	0	16	0	0	0	0	0	0	0
TOTAL:	**13**	**89**	**0**	**0**	**181**	**92**	**0**	**0**	**0**	**21**	**0**	**60**

	LEFT	THRU	RIGHT
NORTH	0	181	92
EAST	21	0	60
SOUTH	13	89	0
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	22	7	5	7	0	0	0	2	0	0	0
NSJ NORTH SAN JOSE	0	11	3	0	0	0	3	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	1	0	5	3	0	3	0	0	0	0	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	1	0	1	2	0	0	0	0	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	4	0	13	8	0	9	0	0	0	0	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	0	0	0	0	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	0	0	11	0	0	7	0	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	3	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	17	0	0	1	0	0	0	0	0	0	0

TOTAL:	**0**	**59**	**10**	**35**	**21**	**0**	**22**	**0**	**2**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	35	21	0
EAST	0	0	0
SOUTH	0	59	10
WEST	22	0	2

PM APPROVED TRIPS

05/08/2019

Intersection of: 280/BIRD (S)

Traffix Node Number: 3033

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	21	12	34	55	0	11	0	17	0	0	0
NSJ NORTH SAN JOSE	0	1	0	3	6	0	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	2	0	2	1	0	6	0	0	0	0	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	1	0	1	1	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	2	0	0	1	0	0	0	0	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	7	0	11	4	0	18	0	0	0	0	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	1	0	3	1	0	0	0	0	0	0	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	0	0	7	0	0	11	0	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	2	0	0	0	0	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	2	0	0	16	0	0	0	0	0	0	0
TOTAL:	**0**	**37**	**12**	**61**	**87**	**0**	**46**	**0**	**17**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	61	87	0
EAST	0	0	0
SOUTH	0	37	12
WEST	46	0	17

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	14	29	9	3	13	1	5	16	4	3	16	2
NSJ NORTH SAN JOSE	3	12	2	0	0	0	3	12	1	0	3	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	8	4	0	1	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	0	0	0	1	0
PDC05-037 PARK AVE. LOFTS NE CORNER PARK AV AND LAUREL GROVE LN	0	5	0	0	17	0	0	0	0	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	6	0	0	3	0	0	39	21	1	10	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	3	0	0	0	0	3	1	1	1	0	6	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	13	0	5	21	0	0	0	0	0	0	3
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	4	0	0	0	0	4	0	1	0	0	9	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	13	0	0	0	0	13	2	3	2	0	25	0

Intersection of: BIRD/SAN CARLOS

Traffix Node Number: 3077

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	3	3	0	0	0	3	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	1	0	0	0	0	2	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	17	0	0	0	0	17	0	1	1	0
TOTAL:	**38**	**65**	**31**	**11**	**54**	**22**	**11**	**100**	**33**	**5**	**74**	**5**

	LEFT	THRU	RIGHT
NORTH	11	54	22
EAST	5	74	5
SOUTH	38	65	31
WEST	11	100	33

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	12	15	6	6	78	6	5	45	17	20	32	1
NSJ NORTH SAN JOSE	0	1	0	0	1	0	0	3	1	4	10	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	4	2	0	3	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	3	1	0	2	0
PDC05-037 PARK AVE. LOFTS NE CORNER PARK AV AND LAUREL GROVE LN	0	16	0	0	5	0	0	0	0	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	3	0	0	6	0	0	20	11	2	19	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	3	1	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	2	0	0	0	0	2	3	6	3	0	4	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	23	0	3	14	0	0	0	0	0	0	6
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	1	0	0	0	0	1	3	8	3	0	2	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	3	0	0	0	0	3	11	23	11	0	4	0

Intersection of: BIRD/SAN CARLOS

Traffix Node Number: 3077

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	2	2	2
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	1	2	1	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	1	1	1	1	0	1	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	2	0	0	0	0	2	0	16	16	0
TOTAL:	**19**	**58**	**8**	**9**	**104**	**13**	**24**	**120**	**52**	**44**	**95**	**9**

	LEFT	THRU	RIGHT
NORTH	9	104	13
EAST	44	95	9
SOUTH	19	58	8
WEST	24	120	52

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	16	89	6	1	26	2	1	4	7	4	4	1
NSJ NORTH SAN JOSE	2	13	0	0	0	0	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	8	0	0	0	4	0	0	7	11	0	5	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	1	0	0	0	0	0	0	0	0	0	0	0
PDC05-037 PARK AVE. LOFTS NE CORNER PARK AV AND LAUREL GROVE LN	0	5	0	0	17	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	2	0	0	0	0	0	1	2	4	0	1	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	0	25	5	21	0	6	39	45	0	25	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	2	0	0	0	0	0	0	0	1	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	13	0	0	21	0	0	0	0	0	0	0
TOTAL:	**29**	**120**	**33**	**6**	**89**	**2**	**8**	**52**	**67**	**4**	**36**	**1**

	LEFT	THRU	RIGHT
NORTH	6	89	2
EAST	4	36	1
SOUTH	29	120	33
WEST	8	52	67

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	16	44	5	5	166	6	2	10	30	18	6	2
NSJ NORTH SAN JOSE	0	1	0	0	10	0	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	14	0	0	0	2	0	0	4	5	0	9	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	2	0	0	0	1	0	0	1	1	0	1	0
PDC05-037 PARK AVE. LOFTS NE CORNER PARK AV AND LAUREL GROVE LN	0	16	0	0	5	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	4	0	0	0	0	1	0	1	2	0	3	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	0	46	9	11	0	3	20	23	0	46	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	5	0	1	0	0	3	4	0	4	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	23	0	0	14	0	0	0	0	0	0	0
TOTAL:	**36**	**84**	**56**	**14**	**210**	**7**	**5**	**39**	**65**	**18**	**69**	**2**

	LEFT	THRU	RIGHT
NORTH	14	210	7
EAST	18	69	2
SOUTH	36	84	56
WEST	5	39	65

Intersection of: AUZERAIS/LINCOLN

Traffix Node Number: 3268

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	1	10	0	0	0	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	7	13	0	4	0	0	0	1	7	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	7	5	0	12	6	3	3	0	12	10	1
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**1**	**24**	**18**	**0**	**16**	**6**	**3**	**3**	**1**	**19**	**10**	**1**

	LEFT	THRU	RIGHT
NORTH	0	16	6
EAST	19	10	1
SOUTH	1	24	18
WEST	3	3	1

Intersection of: AUZERAIS/LINCOLN

Traffix Node Number: 3268

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	1	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	3	7	0	7	0	0	0	3	13	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	13	9	0	6	3	6	7	0	6	5	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	1	2	0	1	0	0	1	0	0	2	2
TOTAL:	**0**	**17**	**18**	**0**	**14**	**3**	**6**	**8**	**3**	**19**	**8**	**2**

	LEFT	THRU	RIGHT
NORTH	0	14	3
EAST	19	8	2
SOUTH	0	17	18
WEST	6	8	3

Intersection of: AUZERAIS/MERIDIAN

Traffix Node Number: 3269

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	35	3	0	0	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	3	0	0	1	0	0	0	0	0	0	0
TOTAL:	**0**	**38**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	1	0
EAST	0	0	0
SOUTH	0	38	3
WEST	0	0	0

Intersection of: AUZERAIS/MERIDIAN

Traffix Node Number: 3269

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	1	0	0	14	0	0	0	0	3	0	1
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	1	0	0	3	0	0	0	0	0	0	0
TOTAL:	**0**	**2**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**3**	**0**	**1**

	LEFT	THRU	RIGHT
NORTH	0	17	0
EAST	3	0	1
SOUTH	0	2	0
WEST	0	0	0

Intersection of: AUZERAIS/RACE

Traffix Node Number: 3270

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	2	0	0	0	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	11	1	0	6	0	0	0	0	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	0	3	3	3	0	0	0	0	6	0	9
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**13**	**4**	**3**	**9**	**0**	**0**	**0**	**0**	**6**	**0**	**9**

	LEFT	THRU	RIGHT
NORTH	3	9	0
EAST	6	0	9
SOUTH	0	13	4
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	1	4	1	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	6	3	0	11	0	0	0	0	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	1	6	6	1	0	0	0	0	3	0	5
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	1	0	0	0	0	0	0	1	0	1
TOTAL:	**0**	**7**	**10**	**7**	**16**	**1**	**0**	**0**	**0**	**4**	**0**	**6**

	LEFT	THRU	RIGHT
NORTH	7	16	1
EAST	4	0	6
SOUTH	0	7	10
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	39	1	0	8	0	3	1	3	2	1	2
PDC89-09-121 95 SFA LABARBERA & SOUTHWEST EXP (SE/C)	2	0	0	0	0	0	14	0	2	0	0	0
TOTAL:	**5**	**39**	**1**	**0**	**8**	**0**	**17**	**1**	**5**	**2**	**1**	**2**

	LEFT	THRU	RIGHT
NORTH	0	8	0
EAST	2	1	2
SOUTH	5	39	1
WEST	17	1	5

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	5	31	1	5	60	5	4	4	12	12	3	3
PDC89-09-121 95 SFA LABARBERA & SOUTHWEST EXP (SE/C)	2	0	0	0	0	14	0	0	2	0	0	0
TOTAL:	**7**	**31**	**1**	**5**	**60**	**19**	**4**	**4**	**14**	**12**	**3**	**3**

	LEFT	THRU	RIGHT
NORTH	5	60	19
EAST	12	3	3
SOUTH	7	31	1
WEST	4	4	14

Intersection of: FRUITDALE/SOUTHWEST

Traffix Node Number: 3553

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC89-09-121 95 SFA LABARBERA & SOUTHWEST EXP (SE/C)	2	12	16	0	14	0	0	0	0	1	0	0
TOTAL:	**2**	**12**	**16**	**0**	**14**	**0**	**0**	**0**	**0**	**1**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	14	0
EAST	1	0	0
SOUTH	2	12	16
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC89-09-121 95 SFA LABARBERA & SOUTHWEST EXP (SE/C)	0	14	1	0	12	0	0	0	2	16	0	0
TOTAL:	**0**	**14**	**1**	**0**	**12**	**0**	**0**	**0**	**2**	**16**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	12	0
EAST	16	0	0
SOUTH	0	14	1
WEST	0	0	2

Intersection of: LINCOLN/PARKMOOR

Traffix Node Number: 3651

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	2	7	0	0	0	0	1	0	1	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	1	0	0	1	4	4	0	1	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	2	0	0	4	19	9	0	0	0	0	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**2**	**10**	**0**	**0**	**5**	**23**	**14**	**0**	**2**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	5	23
EAST	0	0	0
SOUTH	2	10	0
WEST	14	0	2

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	1	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	1	2	0	0	1	5	4	0	1	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	4	0	0	2	10	18	0	0	0	0	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	1	0	0	1	2	2	0	0	0	0	0
TOTAL:	**1**	**7**	**0**	**0**	**5**	**17**	**24**	**0**	**1**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	5	17
EAST	0	0	0
SOUTH	1	7	0
WEST	24	0	1

Intersection of: MERIDIAN/PARKMOOR

Traffix Node Number: 3690

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	4	29	5	0	0	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	3	7	0	8	3	0	0	0	24	12	1
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	21	7	0	6	9	0	0	0	4	15	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	1	0	0	0	0	0	0	0	0	0	0
TOTAL:	**4**	**54**	**19**	**0**	**14**	**12**	**0**	**0**	**0**	**28**	**27**	**1**

	LEFT	THRU	RIGHT
NORTH	0	14	12
EAST	28	27	1
SOUTH	4	54	19
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	1	0	1	14	3	0	0	0	0	1	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	5	13	1	4	1	0	0	0	13	6	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	39	13	0	3	5	0	0	0	2	7	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	3	1	0	1	0	0	0	0	0	0	0
TOTAL:	**0**	**48**	**27**	**2**	**22**	**9**	**0**	**0**	**0**	**15**	**14**	**0**

	LEFT	THRU	RIGHT
NORTH	2	22	9
EAST	15	14	0
SOUTH	0	48	27
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	27	38	10	2	9	3	3	28	3	7	43	3
NSJ NORTH SAN JOSE	13	19	5	0	0	0	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	2	0	0	0	0	1	0	1	3	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	1	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	2	0	0	0	0	0	0	1	1	0	2	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	0	20	0	0	0	0	8	0	12	15	1
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	1	0	0	0	0	1	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	3	0	0	0	0	3	1	3	1	0	16	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	4	0	0	0	0	4	0	3	0	0	21	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	13	0	0	0	0	13	2	7	2	0	62	0
PDC17-019 RACE STREET SENIOR HOUSING 253 RACE STREET	0	6	-3	0	1	0	2	-1	0	23	3	0

Intersection of: MERIDIAN/SAN CARLOS

Traffix Node Number: 3693

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	1	0	1	0	0	5	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	1	0
TOTAL:	**63**	**63**	**35**	**2**	**10**	**24**	**8**	**53**	**7**	**43**	**171**	**4**

	LEFT	THRU	RIGHT
NORTH	2	10	24
EAST	43	171	4
SOUTH	63	63	35
WEST	8	53	7

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	18	34	22	5	41	11	10	92	33	28	52	4
NSJ NORTH SAN JOSE	0	0	0	3	12	1	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	4	0	0	0	0	3	0	0	1	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	1	0	0	0	1	0	0	1	1
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	1	0	0	0	0	0	0	3	2	0	1	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	0	36	1	0	0	0	15	0	6	8	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	3	0	0	0	0	3	0	0	3	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	2	0	0	0	0	2	3	15	3	0	9	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	1	0	0	0	0	1	3	20	3	0	6	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	3	0	0	0	0	3	11	55	11	0	11	0
PDC17-019 RACE STREET SENIOR HOUSING 253 RACE STREET	0	17	-7	0	1	0	4	-3	0	9	1	0

Intersection of: MERIDIAN/SAN CARLOS

Traffix Node Number: 3693

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	1	4	1	0	1	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	1	1	3	1	0	3	0
TOTAL:	**26**	**51**	**58**	**10**	**54**	**19**	**33**	**211**	**54**	**43**	**97**	**5**

	LEFT	THRU	RIGHT
NORTH	10	54	19
EAST	43	97	5
SOUTH	26	51	58
WEST	33	211	54

Intersection of: AUZERAIS/SUNOL

Traffix Node Number: 3969

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	19	1	9	3	0	0	0	0	13
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	0	0	0	0	2
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	0	0	0	0	2	4	8	0	0	4	0
PDC08-034 SUNOL COURT STUDIO APARTMENTS BOUNDED BY SUNOL STREET TO THE WEST AND WEST SAN	6	0	6	0	0	0	4	0	0	0	0	3
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	0	0	35	0	0	0	54	0	0	30	25
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	0	0	2	2	0
TOTAL:	**6**	**0**	**6**	**54**	**1**	**11**	**11**	**62**	**0**	**2**	**36**	**43**

	LEFT	THRU	RIGHT
NORTH	54	1	11
EAST	2	36	43
SOUTH	6	0	6
WEST	11	62	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	1	0	9	0	4	6	0	0	0	0	24
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	3	0	1	0	0	0	0	0	4
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	0	0	0	0	4	2	4	0	0	8	0
PDC08-034 SUNOL COURT STUDIO APARTMENTS BOUNDED BY SUNOL STREET TO THE WEST AND WEST SAN	3	0	3	0	0	0	6	0	0	0	0	5
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	0	0	18	0	0	1	28	0	0	56	46
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	2	0	3	1	5	0	4	5	0
TOTAL:	**3**	**1**	**3**	**32**	**0**	**12**	**16**	**37**	**0**	**4**	**69**	**79**

	LEFT	THRU	RIGHT
NORTH	32	0	12
EAST	4	69	79
SOUTH	3	1	3
WEST	16	37	0

Traffix Node Number: 3733

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	1	0	0	0	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	7	8	3	0	8	2	5	0	0	29	6
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	3	3	0	3	3	0	7	0	3	16	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**11**	**11**	**3**	**3**	**11**	**2**	**12**	**0**	**3**	**45**	**6**

	LEFT	THRU	RIGHT
NORTH	3	3	11
EAST	3	45	6
SOUTH	0	11	11
WEST	2	12	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	13	15	6	0	4	4	10	0	0	16	3
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	6	5	0	1	1	0	13	0	1	8	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	1	0	0	1	0
TOTAL:	**0**	**19**	**20**	**6**	**1**	**5**	**4**	**24**	**0**	**1**	**25**	**3**

	LEFT	THRU	RIGHT
NORTH	6	1	5
EAST	1	25	3
SOUTH	0	19	20
WEST	4	24	0

Intersection of: RACE/SAN CARLOS

Traffix Node Number: 3748

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	2	0	0	0	0	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	1	0	0	0	4	0	0	5	1
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	1	0	0	0	1	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	2	9	0	0	5	0	0	0	1	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	1	8	0	4	3	0	0	29	0	3	27	6
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	2	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	0	0	0	0	7	0	0	62	0
PDC17-019 RACE STREET SENIOR HOUSING 253 RACE STREET	3	-5	0	-1	-1	-2	-3	0	0	0	4	-2
TOTAL:	**6**	**14**	**0**	**5**	**7**	**-2**	**-3**	**43**	**1**	**3**	**98**	**5**

	LEFT	THRU	RIGHT
NORTH	5	7	-2
EAST	3	98	5
SOUTH	6	14	0
WEST	-3	43	1

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	1	3	3	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	1	0	0	0	8	0	0	2	1
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	1	0	0	0	2	0	0	2	1
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	1	5	0	0	9	0	0	0	2	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	4	1	7	3	0	0	54	0	1	14	3
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	6	0	0	3	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	0	0	0	0	55	0	0	11	0
PDC17-019 RACE STREET SENIOR HOUSING 253 RACE STREET	8	-10	0	-5	-4	-9	-9	0	0	0	12	-6
TOTAL:	**9**	**-1**	**1**	**5**	**11**	**-6**	**-9**	**125**	**2**	**1**	**44**	**-1**

	LEFT	THRU	RIGHT
NORTH	5	11	-6
EAST	1	44	-1
SOUTH	9	-1	1
WEST	-9	125	2

Intersection of: MERIDIAN/SADDLE RACK

Traffix Node Number: 3959

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	1	3	0	0	0	0	0	0	11	0	1
TOTAL:	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	11	0	1
SOUTH	0	1	3
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	0	5	1	1	0	0	0	0	6	0	0
TOTAL:	**0**	**0**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	1	1	0
EAST	6	0	0
SOUTH	0	0	5
WEST	0	0	0

Intersection of: RACE/SADDLE RACK

Traffix Node Number: 3960

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	2	7	0	2	3	0	0	3	0	8	10	5
TOTAL:	**2**	**7**	**0**	**2**	**3**	**0**	**0**	**3**	**0**	**8**	**10**	**5**

	LEFT	THRU	RIGHT
NORTH	2	3	0
EAST	8	10	5
SOUTH	2	7	0
WEST	0	3	0

Intersection of: RACE/SADDLE RACK

Traffix Node Number: 3960

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	1	5	0	5	6	0	1	5	0	4	5	2
TOTAL:	**1**	**5**	**0**	**5**	**6**	**0**	**1**	**5**	**0**	**4**	**5**	**2**

	LEFT	THRU	RIGHT
NORTH	5	6	0
EAST	4	5	2
SOUTH	1	5	0
WEST	1	5	0

Appendix D
Volume Summary

DRAFT

Intersection Number: 1
Traffix Node Number: 3693
Intersection Name: Meridian Avenue & San Carlos Street
Peak Hour: AM
Count Date: 05/18/17
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	24	191	116	69	870	170	186	473	293	120	400	55	2967
Approved Project Trips													
San Jose ATI	24	10	2	4	171	43	35	63	63	7	53	8	483
Total Approved Trips	24	10	2	4	171	43	35	63	63	7	53	8	483
Background Conditions	48	201	118	73	1041	213	221	536	356	127	453	63	3450
Bkgrd check	48	201	118	73	1041	213	221	536	356	127	453	63	
Project Trips	0	20	0	0	0	36	42	3	13	91	37	0	242
Project Conditions	48	221	118	73	1041	249	263	539	369	218	490	63	3692
Project check	48	221	118	73	1041	249	263	539	369	218	490	63	

Intersection Number: 2
Traffix Node Number: 3269
Intersection Name: Meridian Avenue & Auzerais Avenue
Peak Hour: AM
Count Date: 05/07/19
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	519	3	17	0	16	4	832	0	0	0	0	1391
Approved Project Trips													
San Jose ATI	0	1	0	0	0	0	3	38	0	0	0	0	42
Total Approved Trips	0	1	0	0	0	0	3	38	0	0	0	0	42
Background Conditions	0	520	3	17	0	16	7	870	0	0	0	0	1433
Bkgrd check	0	520	3	17	0	16	7	870	0	0	0	0	
Project Trips	0	148	0	0	0	0	0	58	0	0	0	0	206
Project Conditions	0	668	3	17	0	16	7	928	0	0	0	0	1639
Project check	0	668	3	17	0	16	7	928	0	0	0	0	

Intersection Number: 3
Traffix Node Number: 3959
Intersection Name: Meridian Avenue & Saddle Rack Street
Peak Hour: AM
Count Date: 05/07/19
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	528	11	28	0	125	122	820	0	1	0	0	1635
Approved Project Trips													
San Jose ATI	0	0	0	1	0	11	3	1	0	0	0	0	16
Total Approved Trips	0	0	0	1	0	11	3	1	0	0	0	0	16
Background Conditions	0	528	11	29	0	136	125	821	0	1	0	0	1651
Bkgrd check	0	528	11	29	0	136	125	821	0	1	0	0	
Project Trips	0	133	15	0	0	171	191	58	0	0	0	0	568
Project Conditions	0	661	26	29	0	307	316	879	0	1	0	0	2219
Project check	0	661	26	29	0	307	316	879	0	1	0	0	

Intersection Number: 4
Traffix Node Number: 1000
Intersection Name: Meridian Avenue & Harmon Avenue
Peak Hour: AM
Date of Analysis: 05/28/19
Count Date: 05/07/19
Scenario: Avenues TIA
(SJ) Growth Factor:
Future Growth % Per Year: 0.000
(SJ) Number of Months:
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	647	3	3	0	7	5	936	0	0	0	0	1601
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	647	3	3	0	7	5	936	0	0	0	0	1601
Bkgrd check	0	647	3	3	0	7	5	936	0	0	0	0	
Project Trips	0	-3	306	0	0	-2	364	249	0	0	0	0	914
Project Conditions	0	644	309	3	0	5	369	1185	0	0	0	0	2515
Project check	0	644	309	3	0	5	369	1185	0	0	0	0	

Intersection Number: 5
Traffix Node Number: 3690
Intersection Name: Meridian Avenue & Parkmoor Avenue
Peak Hour: AM
Date of Analysis: 05/28/19
Count Date: 03/09/17
Scenario: Avenues TIA
(SJ) Growth Factor:
Future Growth % Per Year: 0.000
(SJ) Number of Months:
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	288	452	22	97	457	73	235	975	180	38	4	14	2835
Approved Project Trips													
San Jose ATI	12	14	1	1	27	28	19	54	4	0	0	0	160
Total Approved Trips	12	14	1	1	27	28	19	54	4	0	0	0	160
Background Conditions	300	466	23	98	484	101	254	1029	184	38	4	14	2995
Bkgrd check	300	466	23	98	484	101	254	1029	184	38	4	14	
Project Trips	0	-2	-3	193	246	394	-14	421	0	0	0	0	1235
Project Conditions	300	464	20	291	730	495	240	1450	184	38	4	14	4230
Project check	300	464	20	291	730	495	240	1450	184	38	4	14	

Intersection Number: 6
Traffix Node Number: 3552
Intersection Name: Meridian Avenue & Fruitdale Avenue
Peak Hour: AM
Date of Analysis: 05/28/19
Count Date: 10/04/18
Scenario: Avenues TIA
(SJ) Growth Factor:
Future Growth % Per Year: 0.000
(SJ) Number of Months:
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	84	479	53	163	76	111	42	1792	178	204	62	156	3400
Approved Project Trips													
San Jose ATI	0	8	0	2	1	2	1	39	5	5	1	17	81
Total Approved Trips	0	8	0	2	1	2	1	39	5	5	1	17	81
Background Conditions	84	487	53	165	77	113	43	1831	183	209	63	173	3481
Bkgrd check	84	487	53	165	77	113	43	1831	183	209	63	173	
Project Trips	75	7	0	0	0	0	0	50	0	0	0	2	134
Project Conditions	159	494	53	165	77	113	43	1881	183	209	63	175	3615
Project check	159	494	53	165	77	113	43	1881	183	209	63	175	

Intersection Number: 7
Traffix Node Number: 3694
Intersection Name: Meridian Avenue & Willow Street
Peak Hour: AM
Count Date: 10/04/18
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	167	534	94	280	67	120	84	1513	32	32	30	137	3090
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	167	534	94	280	67	120	84	1513	32	32	30	137	3090
Bkgrd check	167	534	94	280	67	120	84	1513	32	32	30	137	
Project Trips	0	7	1	0	0	0	0	50	0	0	0	0	58
Project Conditions	167	541	95	280	67	120	84	1563	32	32	30	137	3148
Project check	167	541	95	280	67	120	84	1563	32	32	30	137	

Intersection Number: 8
Traffix Node Number: 3059
Intersection Name: Race Street & The Alameda *
Peak Hour: AM
Count Date: 01/00/00
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	5	36	54	0	646	139	75	758	7	158	353	0	2231
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	5	36	54	0	646	139	75	758	7	158	353	0	2231
Bkgrd check	5	36	54	0	646	139	75	758	7	158	353	0	
Project Trips	0	0	0	0	0	0	0	0	71	81	0	0	152
Project Conditions	5	36	54	0	646	139	75	758	78	239	353	0	2383
Project check	5	36	54	0	646	139	75	758	78	239	353	0	

Intersection Number: 9
Traffix Node Number: 3748
Intersection Name: Race Street & San Carlos Street
Peak Hour: AM
Count Date: 02/14/18
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	185	253	138	55	453	45	75	118	72	88	1045	148	2675
Approved Project Trips													
San Jose ATI	-2	7	5	5	98	3	0	14	6	1	43	-3	177
Total Approved Trips	-2	7	5	5	98	3	0	14	6	1	43	-3	177
Background Conditions	183	260	143	60	551	48	75	132	78	89	1088	145	2852
Bkgrd check	183	260	143	60	551	48	75	132	78	89	1088	145	
Project Trips	7	74	0	0	30	21	45	50	0	37	21	21	306
Project Conditions	190	334	143	60	581	69	120	182	78	126	1109	166	3158
Project check	190	334	143	60	581	69	120	182	78	126	1109	166	

Intersection Number: 10
Traffix Node Number: 3270
Intersection Name: Race Street & Auzerais Avenue
Peak Hour: AM
Count Date: 05/07/19
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Total
Existing Conditions	5	96	73	169	1	55	76	242	3	5	9	23	757
Approved Project Trips													
San Jose ATI	0	9	3	9	0	6	4	13	0	0	0	0	44
Total Approved Trips	0	9	3	9	0	6	4	13	0	0	0	0	44
Background Conditions	5	105	76	178	1	61	80	255	3	5	9	23	801
Bkgrd check	5	105	76	178	1	61	80	255	3	5	9	23	
Project Trips	0	132	0	0	0	166	7	95	0	0	0	0	400
Project Conditions	5	237	76	178	1	227	87	350	3	5	9	23	1201
Project check	5	237	76	178	1	227	87	350	3	5	9	23	

Intersection Number: 11
Traffix Node Number: 3960
Intersection Name: Race Street & Saddle Rack Street
Peak Hour: AM
Count Date: 05/07/19
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Total
Existing Conditions	73	85	1	45	32	4	6	193	44	27	4	99	613
Approved Project Trips													
San Jose ATI	0	3	2	5	10	8	0	7	2	0	3	0	40
Total Approved Trips	0	3	2	5	10	8	0	7	2	0	3	0	40
Background Conditions	73	88	3	50	42	12	6	200	46	27	7	99	653
Bkgrd check	73	88	3	50	42	12	6	200	46	27	7	99	
Project Trips	171	127	0	0	0	0	0	64	0	168	0	38	568
Project Conditions	244	215	3	50	42	12	6	264	46	195	7	137	1221
Project check	244	215	3	50	42	12	6	264	46	195	7	137	

Intersection Number: 12
Traffix Node Number: 3733
Intersection Name: Race Street & Parkmoor Avenue
Peak Hour: AM
Count Date: 10/04/18
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Total
Existing Conditions	26	31	26	48	430	21	176	146	143	5	230	10	1292
Approved Project Trips													
San Jose ATI	11	3	3	6	45	3	11	11	0	0	12	2	107
Total Approved Trips	11	3	3	6	45	3	11	11	0	0	12	2	107
Background Conditions	37	34	29	54	475	24	187	157	143	5	242	12	1399
Bkgrd check	37	34	29	54	475	24	187	157	143	5	242	12	
Project Trips	-5	0	0	26	45	0	0	47	40	0	9	64	226
Project Conditions	32	34	29	80	520	24	187	204	183	5	251	76	1625
Project check	32	34	29	80	520	24	187	204	183	5	251	76	

Intersection Number: 13
Traffix Node Number: 2000
Intersection Name: Race Street & I-280 Off-Ramp
Peak Hour: AM
Count Date: 05/07/19
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	20	48	0	415	19	162	0	138	11	0	0	0	813
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	20	48	0	415	19	162	0	138	11	0	0	0	813
Bkgrd check	20	48	0	415	19	162	0	138	11	0	0	0	
Project Trips	0	0	0	87	0	0	0	0	0	0	0	0	87
Project Conditions	20	48	0	502	19	162	0	138	11	0	0	0	900
Project check	20	48	0	502	19	162	0	138	11	0	0	0	

Intersection Number: 14
Traffix Node Number: 3653
Intersection Name: Lincoln Avenue & San Carlos Street
Peak Hour: AM
Count Date: 05/18/17
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	18	35	12	5	542	36	149	186	392	86	438	23	1922
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	18	35	12	5	542	36	149	186	392	86	438	23	1922
Bkgrd check	18	35	12	5	542	36	149	186	392	86	438	23	
Project Trips	0	0	0	0	50	0	0	0	0	0	67	0	117
Project Conditions	18	35	12	5	592	36	149	186	392	86	505	23	2039
Project check	18	35	12	5	592	36	149	186	392	86	505	23	

Intersection Number: 15
Traffix Node Number: 3268
Intersection Name: Lincoln Avenue & Auzerais Avenue
Peak Hour: AM
Count Date: 05/07/19
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	21	152	14	47	92	39	68	644	137	42	68	22	1346
Approved Project Trips													
San Jose ATI	6	16	0	1	10	19	18	24	1	1	3	3	102
Total Approved Trips	6	16	0	1	10	19	18	24	1	1	3	3	102
Background Conditions	27	168	14	48	102	58	86	668	138	43	71	25	1448
Bkgrd check	27	168	14	48	102	58	86	668	138	43	71	25	
Project Trips	0	0	0	0	166	0	0	0	0	0	7	0	173
Project Conditions	27	168	14	48	268	58	86	668	138	43	78	25	1621
Project check	27	168	14	48	268	58	86	668	138	43	78	25	

Intersection Number: 16
Traffix Node Number: 3651
Intersection Name: Lincoln Avenue & Parkmoor Avenue
Peak Hour: AM
Count Date: 05/07/19
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	42	176	0	1	2	5	18	713	258	114	3	135	1467
Approved Project Trips													
San Jose ATI	23	5	0	0	0	0	0	10	2	2	0	14	56
Total Approved Trips	23	5	0	0	0	0	0	10	2	2	0	14	56
Background Conditions	65	181	0	1	2	5	18	723	260	116	3	149	1523
Bkgrd check	65	181	0	1	2	5	18	723	260	116	3	149	
Project Trips	0	0	0	0	0	0	0	0	71	9	0	0	80
Project Conditions	65	181	0	1	2	5	18	723	331	125	3	149	1603
Project check	65	181	0	1	2	5	18	723	331	125	3	149	

Intersection Number: 17
Traffix Node Number: 3654
Intersection Name: Lincoln Avenue & Willow Street
Peak Hour: AM
Count Date: 01/30/18
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	60	252	80	138	155	48	42	662	19	38	154	148	1796
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	60	252	80	138	155	48	42	662	19	38	154	148	1796
Bkgrd check	60	252	80	138	155	48	42	662	19	38	154	148	
Project Trips	0	6	2	20	0	0	0	50	0	0	0	0	78
Project Conditions	60	258	82	158	155	48	42	712	19	38	154	148	1874
Project check	60	258	82	158	155	48	42	712	19	38	154	148	

Intersection Number: 18
Traffix Node Number: 3969
Intersection Name: Sunol Street & Auzerais Avenue
Peak Hour: AM
Count Date: 05/18/17
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	14	9	12	54	175	54	49	8	0	12	127	13	527
Approved Project Trips													
San Jose ATI	11	1	54	43	36	2	6	0	6	0	62	11	232
Total Approved Trips	11	1	54	43	36	2	6	0	6	0	62	11	232
Background Conditions	25	10	66	97	211	56	55	8	6	12	189	24	759
Bkgrd check	25	10	66	97	211	56	55	8	6	12	189	24	
Project Trips	0	0	0	0	166	0	0	0	0	0	7	0	173
Project Conditions	25	10	66	97	377	56	55	8	6	12	196	24	932
Project check	25	10	66	97	377	56	55	8	6	12	196	24	

Intersection Number: 19
Traffix Node Number: 3077
Intersection Name: Bird Avenue & San Carlos Street *
Peak Hour: AM
Count Date: 01/00/00
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	73	447	40	37	264	59	235	1201	287	385	533	380	3941
Approved Project Trips													
San Jose ATI	22	54	11	5	74	5	31	65	38	33	100	11	449
Total Approved Trips	22	54	11	5	74	5	31	65	38	33	100	11	449
Background Conditions	95	501	51	42	338	64	266	1266	325	418	633	391	4390
Bkgrd check	95	501	51	42	338	64	266	1266	325	418	633	391	
Project Trips	0	0	0	0	50	0	0	0	0	0	67	0	117
Project Conditions	95	501	51	42	388	64	266	1266	325	418	700	391	4507
Project check	95	501	51	42	388	64	266	1266	325	418	700	391	

Intersection Number: 20
Traffix Node Number: 3266
Intersection Name: Bird Avenue & Auzerais Avenue
Peak Hour: AM
Count Date: 05/30/19
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	20	504	31	30	65	75	123	1655	247	183	95	42	3070
Approved Project Trips													
San Jose ATI	2	89	6	1	36	4	33	120	29	67	52	8	447
Total Approved Trips	2	89	6	1	36	4	33	120	29	67	52	8	447
Background Conditions	22	593	37	31	101	79	156	1775	276	250	147	50	3517
Bkgrd check	22	593	37	31	101	79	156	1775	276	250	147	50	
Project Trips	0	0	0	0	0	0	0	0	166	7	0	0	173
Project Conditions	22	593	37	31	101	79	156	1775	442	257	147	50	3690
Project check	22	593	37	31	101	79	156	1775	442	257	147	50	

Intersection Number: 21
Traffix Node Number: 3032
Intersection Name: Bird Avenue & I-280 N On-Ramp *
Peak Hour: AM
Count Date: 01/00/00
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	225	620	0	604	0	201	0	1418	300	0	0	0	3368
Approved Project Trips													
San Jose ATI	43	55	0	41	0	10	0	92	18	0	0	0	259
Total Approved Trips	43	55	0	41	0	10	0	92	18	0	0	0	259
Background Conditions	268	675	0	645	0	211	0	1510	318	0	0	0	3627
Bkgrd check	268	675	0	645	0	211	0	1510	318	0	0	0	
Project Trips	0	7	0	166	0	0	0	0	0	0	0	0	173
Project Conditions	268	682	0	811	0	211	0	1510	318	0	0	0	3800
Project check	268	682	0	811	0	211	0	1510	318	0	0	0	

Intersection Number: 22
Traffix Node Number: 3033
Intersection Name: Bird Avenue & I-280 S On-Ramp *
Peak Hour: AM
Count Date: 01/00/00
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	450	371	0	0	0	378	1308	0	201	4	584	3296
Approved Project Trips													
San Jose ATI	0	21	35	0	0	0	10	59	0	2	0	22	149
Total Approved Trips	0	21	35	0	0	0	10	59	0	2	0	22	149
Background Conditions	0	471	406	0	0	0	388	1367	0	203	4	606	3445
Bkgrd check	0	471	406	0	0	0	388	1367	0	203	4	606	
Project Trips	0	0	7	0	0	0	0	0	0	0	0	0	7
Project Conditions	0	471	413	0	0	0	388	1367	0	203	4	606	3452
Project check	0	471	413	0	0	0	388	1367	0	203	4	606	

Intersection Number: 23
Traffix Node Number: 3553
Intersection Name: Southwest Expressway & Fruitdale Avenue
Peak Hour: AM
Count Date: 03/09/17
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	434	566	135	51	260	59	53	926	12	4	127	141	2768
Approved Project Trips													
San Jose ATI	0	14	0	0	0	1	16	12	2	0	0	0	45
Total Approved Trips	0	14	0	0	0	1	16	12	2	0	0	0	45
Background Conditions	434	580	135	51	260	60	69	938	14	4	127	141	2813
Bkgrd check	434	580	135	51	260	60	69	938	14	4	127	141	
Project Trips	0	0	0	0	4	71	3	77	0	0	-1	23	177
Project Conditions	434	580	135	51	264	131	72	1015	14	4	126	164	2990
Project check	434	580	135	51	264	131	72	1015	14	4	126	164	

Intersection Number: 24
Traffix Node Number: 3551
Intersection Name: Leigh Avenue & Fruitdale Avenue
Peak Hour: AM
Count Date: 11/14/17
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	186	144	20	23	713	10	7	320	193	85	218	201	2120
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	186	144	20	23	713	10	7	320	193	85	218	201	2120
Bkgrd check	186	144	20	23	713	10	7	320	193	85	218	201	
Project Trips	0	0	0	0	4	0	0	0	0	0	22	8	34
Project Conditions	186	144	20	23	717	10	7	320	193	85	240	209	2154
Project check	186	144	20	23	717	10	7	320	193	85	240	209	

Intersection Number: 1
Traffix Node Number: 3693
Intersection NPMe: Meridian Avenue & San Carlos Street
Peak Hour: PM
Count Date: 05/18/17
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	29	456	159	39	434	256	183	280	125	152	948	77	3138
Approved Project Trips													
San Jose ATI	19	54	10	5	97	43	58	51	26	54	211	33	661
Total Approved Trips	19	54	10	5	97	43	58	51	26	54	211	33	661
Background Conditions	48	510	169	44	531	299	241	331	151	206	1159	110	3799
Bkgrd check	48	510	169	44	531	299	241	331	151	206	1159	110	
Project Trips	0	-1	0	0	0	16	19	11	56	-8	5	0	98
Project Conditions	48	509	169	44	531	315	260	342	207	198	1164	110	3897
Project check	48	509	169	44	531	315	260	342	207	198	1164	110	

Intersection Number: 2
Traffix Node Number: 3269
Intersection NPMe: Meridian Avenue & Auzerais Avenue
Peak Hour: PM
Count Date: 05/07/19
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	1019	22	14	0	6	16	591	0	0	0	0	1668
Approved Project Trips													
San Jose ATI	0	17	0	1	0	3	0	2	0	0	0	0	23
Total Approved Trips	0	17	0	1	0	3	0	2	0	0	0	0	23
Background Conditions	0	1036	22	15	0	9	16	593	0	0	0	0	1691
Bkgrd check	0	1036	22	15	0	9	16	593	0	0	0	0	
Project Trips	0	8	0	0	0	0	0	86	0	0	0	0	94
Project Conditions	0	1044	22	15	0	9	16	679	0	0	0	0	1785
Project check	0	1044	22	15	0	9	16	679	0	0	0	0	

Intersection Number: 3
Traffix Node Number: 3959
Intersection NPMe: Meridian Avenue & Saddle Rack Street
Peak Hour: PM
Count Date: 05/07/19
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	1007	66	29	0	135	160	578	0	0	0	0	1975
Approved Project Trips													
San Jose ATI	0	1	1	0	0	6	5	0	0	0	0	0	13
Total Approved Trips	0	1	1	0	0	6	5	0	0	0	0	0	13
Background Conditions	0	1008	67	29	0	141	165	578	0	0	0	0	1988
Bkgrd check	0	1008	67	29	0	141	165	578	0	0	0	0	
Project Trips	0	6	2	0	0	50	123	86	0	0	0	0	267
Project Conditions	0	1014	69	29	0	191	288	664	0	0	0	0	2255
Project check	0	1014	69	29	0	191	288	664	0	0	0	0	

Intersection Number: 4
Traffix Node Number: 1000
Intersection NPMe: Meridian Avenue & Harmon Avenue
Peak Hour: PM — Date of Analysis: 05/28/19
Count Date: 05/07/19
Scenario: Avenues TIA
(SJ) Growth Factor: — Future Growth % Per Year: 0.000
(SJ) Number of Months: — Number of Years to Buildout: 0

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	1	1118	10	10	0	10	3	723	0	1	0	1	1877
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	1	1118	10	10	0	10	3	723	0	1	0	1	1877
Bkgrd check	1	1118	10	10	0	10	3	723	0	1	0	1	
Project Trips	0	-8	64	0	0	-8	114	209	0	0	0	0	371
Project Conditions	1	1110	74	10	0	2	117	932	0	1	0	1	2248
Project check	1	1110	74	10	0	2	117	932	0	1	0	1	

Intersection Number: 5
Traffix Node Number: 3690
Intersection NPMe: Meridian Avenue & Parkmoor Avenue
Peak Hour: PM — Date of Analysis: 05/28/19
Count Date: 03/09/17
Scenario: Avenues TIA
(SJ) Growth Factor: — Future Growth % Per Year: 0.000
(SJ) Number of Months: — Number of Years to Buildout: 0

	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	311	790	74	113	424	135	259	721	187	97	19	32	3162
Approved Project Trips													
San Jose ATI	9	22	2	0	14	15	27	48	0	0	0	0	137
Total Approved Trips	9	22	2	0	14	15	27	48	0	0	0	0	137
Background Conditions	320	812	76	113	438	150	286	769	187	97	19	32	3299
Bkgrd check	320	812	76	113	438	150	286	769	187	97	19	32	
Project Trips	0	-8	-8	142	154	310	-42	181	0	0	0	0	729
Project Conditions	320	804	68	255	592	460	244	950	187	97	19	32	4028
Project check	320	804	68	255	592	460	244	950	187	97	19	32	

Intersection Number: 6
Traffix Node Number: 3552
Intersection NPMe: Meridian Avenue & Fruitdale Avenue
Peak Hour: PM — Date of Analysis: 05/28/19
Count Date: 10/04/18
Scenario: Avenues TIA
(SJ) Growth Factor: — Future Growth % Per Year: 0.000
(SJ) Number of Months: — Number of Years to Buildout: 0

	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	136	1206	127	124	84	216	62	918	106	363	130	171	3643
Approved Project Trips													
San Jose ATI	19	60	5	3	3	12	1	31	7	14	4	4	163
Total Approved Trips	19	60	5	3	3	12	1	31	7	14	4	4	163
Background Conditions	155	1266	132	127	87	228	63	949	113	377	134	175	3806
Bkgrd check	155	1266	132	127	87	228	63	949	113	377	134	175	
Project Trips	57	28	0	0	0	0	0	-1	0	0	0	-3	81
Project Conditions	212	1294	132	127	87	228	63	948	113	377	134	172	3887
Project check	212	1294	132	127	87	228	63	948	113	377	134	172	

Intersection Number: 7
Traffix Node Number: 3694
Intersection NPMe: Meridian Avenue & Willow Street
Peak Hour: PM
Count Date: 10/04/18
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	91	1434	288	172	34	106	171	769	26	53	71	143	3358
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	91	1434	288	172	34	106	171	769	26	53	71	143	3358
Bkgrd check	91	1434	288	172	34	106	171	769	26	53	71	143	
Project Trips	0	28	0	0	0	0	0	-1	0	0	0	0	27
Project Conditions	91	1462	288	172	34	106	171	768	26	53	71	143	3385
Project check	91	1462	288	172	34	106	171	768	26	53	71	143	

Intersection Number: 8
Traffix Node Number: 3059
Intersection NPMe: Race Street & The Alameda *
Peak Hour: PM
Count Date: 01/00/00
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	14	783	497	0	369	227	111	249	9	95	45	0	2399
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	14	783	497	0	369	227	111	249	9	95	45	0	2399
Bkgrd check	14	783	497	0	369	227	111	249	9	95	45	0	
Project Trips	0	0	0	0	0	0	0	0	44	31	0	0	75
Project Conditions	14	783	497	0	369	227	111	249	53	126	45	0	2474
Project check	14	783	497	0	369	227	111	249	53	126	45	0	

Intersection Number: 9
Traffix Node Number: 3748
Intersection NPMe: Race Street & San Carlos Street
Peak Hour: PM
Count Date: 02/14/18
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	185	253	138	55	453	45	75	118	72	88	1045	148	2675
Approved Project Trips													
San Jose ATI	-6	11	5	-1	44	1	1	-1	9	2	125	-9	181
Total Approved Trips	-6	11	5	-1	44	1	1	-1	9	2	125	-9	181
Background Conditions	179	264	143	54	497	46	76	117	81	90	1170	139	2856
Bkgrd check	179	264	143	54	497	46	76	117	81	90	1170	139	
Project Trips	0	31	0	0	16	16	21	32	0	5	7	12	140
Project Conditions	179	295	143	54	513	62	97	149	81	95	1177	151	2996
Project check	179	295	143	54	513	62	97	149	81	95	1177	151	

Intersection Number: 10
Traffix Node Number: 3270
Intersection NPMe: Race Street & Auzerais Avenue
Peak Hour: PM
Count Date: 05/07/19
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	14	271	188	55	10	42	187	250	5	6	2	5	1035
Approved Project Trips													
San Jose ATI	1	16	7	6	0	4	10	7	0	0	0	0	51
Total Approved Trips	1	16	7	6	0	4	10	7	0	0	0	0	51
Background Conditions	15	287	195	61	10	46	197	257	5	6	2	5	1086
Bkgrd check	15	287	195	61	10	46	197	257	5	6	2	5	
Project Trips	0	51	0	0	0	69	1	53	0	0	0	0	174
Project Conditions	15	338	195	61	10	115	198	310	5	6	2	5	1260
Project check	15	338	195	61	10	115	198	310	5	6	2	5	

Intersection Number: 11
Traffix Node Number: 3960
Intersection NPMe: Race Street & Saddle Rack Street
Peak Hour: PM
Count Date: 05/07/19
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	114	182	29	10	5	4	8	261	37	18	17	172	857
Approved Project Trips													
San Jose ATI	0	6	5	2	5	4	0	5	1	0	5	1	34
Total Approved Trips	0	6	5	2	5	4	0	5	1	0	5	1	34
Background Conditions	114	188	34	12	10	8	8	266	38	18	22	173	891
Bkgrd check	114	188	34	12	10	8	8	266	38	18	22	173	
Project Trips	50	70	0	0	0	0	0	31	0	102	0	23	276
Project Conditions	164	258	34	12	10	8	8	297	38	120	22	196	1167
Project check	164	258	34	12	10	8	8	297	38	120	22	196	

Intersection Number: 12
Traffix Node Number: 3733
Intersection NPMe: Race Street & Parkmoor Avenue
Peak Hour: PM
Count Date: 10/04/18
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

	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	103	51	20	279	14	150	225	193	22	299	48	1465
Approved Project Trips													
San Jose ATI	5	1	6	3	25	1	20	19	0	0	24	4	108
Total Approved Trips	5	1	6	3	25	1	20	19	0	0	24	4	108
Background Conditions	66	104	57	23	304	15	170	244	193	22	323	52	1573
Bkgrd check	66	104	57	23	304	15	170	244	193	22	323	52	
Project Trips	-14	0	0	3	-5	0	0	37	3	0	38	31	93
Project Conditions	52	104	57	26	299	15	170	281	196	22	361	83	1666
Project check	52	104	57	26	299	15	170	281	196	22	361	83	

Intersection Number: 13
Traffix Node Number: 2000
Intersection NPMe: Race Street & I-280 Off-Ramp
Peak Hour: PM
Count Date: 05/07/19
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	*Total*
Existing Conditions	2	160	1	414	1	319	0	87	0	36	0	3	1023
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	2	160	1	414	1	319	0	87	0	36	0	3	1023
Bkgrd check	2	160	1	414	1	319	0	87	0	36	0	3	
Project Trips	0	0	0	41	0	0	0	0	0	0	0	0	41
Project Conditions	2	160	1	455	1	319	0	87	0	36	0	3	1064
Project check	2	160	1	455	1	319	0	87	0	36	0	3	

Intersection Number: 14
Traffix Node Number: 3653
Intersection NPMe: Lincoln Avenue & San Carlos Street
Peak Hour: PM
Count Date: 05/18/17
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	*Total*
Existing Conditions	27	158	26	30	391	65	109	79	131	279	944	45	2284
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	27	158	26	30	391	65	109	79	131	279	944	45	2284
Bkgrd check	27	158	26	30	391	65	109	79	131	279	944	45	
Project Trips	0	0	0	0	32	0	0	0	0	0	28	0	60
Project Conditions	27	158	26	30	423	65	109	79	131	279	972	45	2344
Project check	27	158	26	30	423	65	109	79	131	279	972	45	

Intersection Number: 15
Traffix Node Number: 3268
Intersection NPMe: Lincoln Avenue & Auzerais Avenue
Peak Hour: PM
Count Date: 05/07/19
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	*Total*
Existing Conditions	16	510	45	24	50	41	62	212	19	117	252	23	1371
Approved Project Trips													
San Jose ATI	3	14	0	2	8	19	18	17	0	3	8	6	98
Total Approved Trips	3	14	0	2	8	19	18	17	0	3	8	6	98
Background Conditions	19	524	45	26	58	60	80	229	19	120	260	29	1469
Bkgrd check	19	524	45	26	58	60	80	229	19	120	260	29	
Project Trips	0	0	0	0	69	0	0	0	0	0	1	0	70
Project Conditions	19	524	45	26	127	60	80	229	19	120	261	29	1539
Project check	19	524	45	26	127	60	80	229	19	120	261	29	

Intersection Number: 16
Traffix Node Number: 3651
Intersection NPMe: Lincoln Avenue & Parkmoor Avenue
Peak Hour: PM — Date of Analysis: 05/28/19
Count Date: 05/07/19
Scenario: Avenues TIA
(SJ) Growth Factor: — Future Growth % Per Year: 0.000
(SJ) Number of Months: — Number of Years to Buildout: 0

	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	38	641	2	9	10	13	6	228	142	257	13	68	1427
Approved Project Trips													
San Jose ATI	17	5	0	0	0	0	0	7	1	1	0	24	55
Total Approved Trips	17	5	0	0	0	0	0	7	1	1	0	24	55
Background Conditions	55	646	2	9	10	13	6	235	143	258	13	92	1482
Bkgrd check	55	646	2	9	10	13	6	235	143	258	13	92	
Project Trips	0	0	0	0	0	0	0	0	-2	38	0	0	36
Project Conditions	55	646	2	9	10	13	6	235	141	296	13	92	1518
Project check	55	646	2	9	10	13	6	235	141	296	13	92	

Intersection Number: 17
Traffix Node Number: 3654
Intersection NPMe: Lincoln Avenue & Willow Street
Peak Hour: PM — Date of Analysis: 05/28/19
Count Date: 01/30/18
Scenario: Avenues TIA
(SJ) Growth Factor: — Future Growth % Per Year: 0.000
(SJ) Number of Months: — Number of Years to Buildout: 0

	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	107	478	191	109	170	100	108	254	61	75	327	97	2077
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	107	478	191	109	170	100	108	254	61	75	327	97	2077
Bkgrd check	107	478	191	109	170	100	108	254	61	75	327	97	
Project Trips	0	27	11	-1	0	0	0	-1	0	0	0	0	36
Project Conditions	107	505	202	108	170	100	108	253	61	75	327	97	2113
Project check	107	505	202	108	170	100	108	253	61	75	327	97	

Intersection Number: 18
Traffix Node Number: 3969
Intersection NPMe: Sunol Street & Auzerais Avenue
Peak Hour: PM — Date of Analysis: 05/28/19
Count Date: 05/18/17
Scenario: Avenues TIA
(SJ) Growth Factor: — Future Growth % Per Year: 0.000
(SJ) Number of Months: — Number of Years to Buildout: 0

	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	13	13	53	33	93	48	67	17	7	16	330	8	698
Approved Project Trips													
San Jose ATI	12	0	32	79	69	4	3	1	3	0	37	16	256
Total Approved Trips	12	0	32	79	69	4	3	1	3	0	37	16	256
Background Conditions	25	13	85	112	162	52	70	18	10	16	367	24	954
Bkgrd check	25	13	85	112	162	52	70	18	10	16	367	24	
Project Trips	0	0	0	0	69	0	0	0	0	0	1	0	70
Project Conditions	25	13	85	112	231	52	70	18	10	16	368	24	1024
Project check	25	13	85	112	231	52	70	18	10	16	368	24	

Intersection Number: 19
Traffix Node Number: 3077
Intersection NPMe: Bird Avenue & San Carlos Street *
Peak Hour: PM
Count Date: 01/00/00
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	71	1034	109	30	212	213	127	328	132	345	702	92	3395
Approved Project Trips													
San Jose ATI	13	104	9	9	95	44	8	58	19	52	120	24	555
Total Approved Trips	13	104	9	9	95	44	8	58	19	52	120	24	555
Background Conditions	84	1138	118	39	307	257	135	386	151	397	822	116	3950
Bkgrd check	84	1138	118	39	307	257	135	386	151	397	822	116	
Project Trips	0	0	0	0	32	0	0	0	0	0	28	0	60
Project Conditions	84	1138	118	39	339	257	135	386	151	397	850	116	4010
Project check	84	1138	118	39	339	257	135	386	151	397	850	116	

Intersection Number: 20
Traffix Node Number: 3266
Intersection NPMe: Bird Avenue & Auzerais Avenue
Peak Hour: PM
Count Date: 05/30/19
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	28	1543	45	33	44	130	106	544	116	295	182	44	3110
Approved Project Trips													
San Jose ATI	7	210	14	2	69	18	56	84	36	65	39	5	605
Total Approved Trips	7	210	14	2	69	18	56	84	36	65	39	5	605
Background Conditions	35	1753	59	35	113	148	162	628	152	360	221	49	3715
Bkgrd check	35	1753	59	35	113	148	162	628	152	360	221	49	
Project Trips	0	0	0	0	0	0	0	0	69	1	0	0	70
Project Conditions	35	1753	59	35	113	148	162	628	221	361	221	49	3785
Project check	35	1753	59	35	113	148	162	628	221	361	221	49	

Intersection Number: 21
Traffix Node Number: 3032
Intersection NPMe: Bird Avenue & I-280 N On-Ramp *
Peak Hour: PM
Count Date: 01/00/00
Scenario: Avenues TIA
Date of Analysis: 05/28/19

(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	571	1299	0	437	48	460	0	342	139	0	0	0	3296
Approved Project Trips													
San Jose ATI	92	181	0	60	0	21	0	89	13	0	0	0	456
Total Approved Trips	92	181	0	60	0	21	0	89	13	0	0	0	456
Background Conditions	663	1480	0	497	48	481	0	431	152	0	0	0	3752
Bkgrd check	663	1480	0	497	48	481	0	431	152	0	0	0	
Project Trips	0	1	0	69	0	0	0	0	0	0	0	0	70
Project Conditions	663	1481	0	566	48	481	0	431	152	0	0	0	3822
Project check	663	1481	0	566	48	481	0	431	152	0	0	0	

Intersection Number: 22
Traffix Node Number: 3033
Intersection NPMe: Bird Avenue & I-280 S On-Ramp *
Peak Hour: PM
Count Date: 01/00/00
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	1310	435	0	0	0	317	410	1	155	7	83	2718
Approved Project Trips													
San Jose ATI	0	87	61	0	0	0	12	37	0	17	0	46	260
Total Approved Trips	0	87	61	0	0	0	12	37	0	17	0	46	260
Background Conditions	0	1397	496	0	0	0	329	447	1	172	7	129	2978
Bkgrd check	0	1397	496	0	0	0	329	447	1	172	7	129	
Project Trips	0	0	1	0	0	0	0	0	0	0	0	0	1
Project Conditions	0	1397	497	0	0	0	329	447	1	172	7	129	2979
Project check	0	1397	497	0	0	0	329	447	1	172	7	129	

Intersection Number: 23
Traffix Node Number: 3553
Intersection NPMe: Southwest Expressway & Fruitdale Avenue
Peak Hour: PM
Count Date: 03/09/17
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	318	689	203	24	146	73	132	581	15	21	473	226	2901
Approved Project Trips													
San Jose ATI	0	12	0	0	0	16	1	14	0	2	0	0	45
Total Approved Trips	0	12	0	0	0	16	1	14	0	2	0	0	45
Background Conditions	318	701	203	24	146	89	133	595	15	23	473	226	2946
Bkgrd check	318	701	203	24	146	89	133	595	15	23	473	226	
Project Trips	0	0	0	0	12	44	1	30	0	0	-3	3	87
Project Conditions	318	701	203	24	158	133	134	625	15	23	470	229	3033
Project check	318	701	203	24	158	133	134	625	15	23	470	229	

Intersection Number: 24
Traffix Node Number: 3551
Intersection NPMe: Leigh Avenue & Fruitdale Avenue
Peak Hour: PM
Count Date: 11/14/17
Scenario: Avenues TIA
Date of Analysis: 05/28/19
(SJ) Growth Factor:
(SJ) Number of Months:
Future Growth % Per Year: 0.000
Number of Years to Buildout: 0

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	193	449	157	26	314	24	23	169	90	113	460	80	2098
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	193	449	157	26	314	24	23	169	90	113	460	80	2098
Bkgrd check	193	449	157	26	314	24	23	169	90	113	460	80	
Project Trips	4	0	0	0	12	0	0	0	0	0	-1	0	15
Project Conditions	197	449	157	26	326	24	23	169	90	113	459	80	2113
Project check	197	449	157	26	326	24	23	169	90	113	459	80	

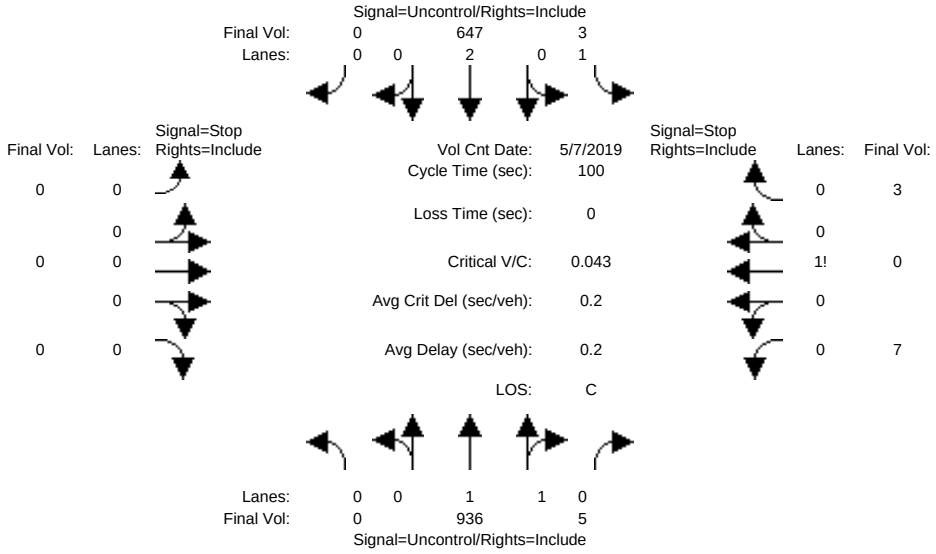
Appendix E
LOS Calculation Sheets

DRAFT

Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #1000: MERIDIAN/HARMON



Street Name:	Meridian Avenue						Harmon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 7 May 2019 << 7:30 - 8:30												
Base Vol:	0	936	5	3	647	0	0	0	0	7	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	936	5	3	647	0	0	0	0	7	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	936	5	3	647	0	0	0	0	7	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	936	5	3	647	0	0	0	0	7	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	936	5	3	647	0	0	0	0	7	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	941	xxxx	xxxxx	xxxx	xxxx	xxxxx	1268	1592	471
Potent Cap.:	xxxx	xxxx	xxxxx	737	xxxx	xxxxx	xxxx	xxxx	xxxxx	163	108	545
Move Cap.:	xxxx	xxxx	xxxxx	737	xxxx	xxxxx	xxxx	xxxx	xxxxx	163	108	545
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	206	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.4		
ApproachLOS:	*			*			*			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1000 MERIDIAN/HARMON

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		0 0 1!	0 0	
Initial Vol:	0	936	5	3	647	0	0	0	0	7	0	3
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.4		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1601]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1000 MERIDIAN/HARMON

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		0 0 1!	0 0	
Initial Vol:	0	936	5	3	647	0	0	0	0	7	0	3

Major Street Volume: 1591
Minor Approach Volume: 10
Minor Approach Volume Threshold: 125

SIGNAL WARRANT DISCLAIMER
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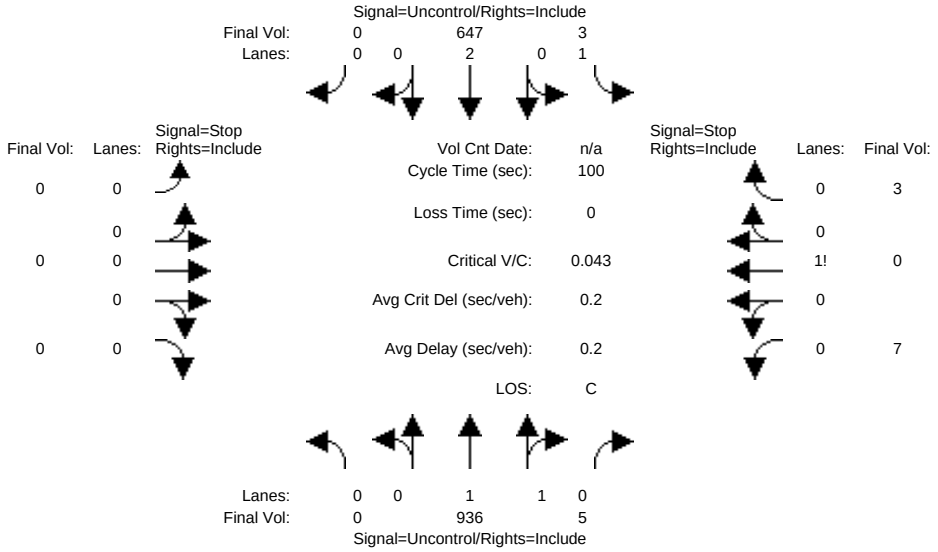
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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #1000: MERIDIAN/HARMON



Street Name:	Meridian Avenue						Harmon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	936	5	3	647	0	0	0	0	7	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	936	5	3	647	0	0	0	0	7	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	936	5	3	647	0	0	0	0	7	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	936	5	3	647	0	0	0	0	7	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	936	5	3	647	0	0	0	0	7	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	941	xxxx	xxxxx	xxxx	xxxx	xxxxx	1268	1592	471
Potent Cap.:	xxxx	xxxx	xxxxx	737	xxxx	xxxxx	xxxx	xxxx	xxxxx	163	108	545
Move Cap.:	xxxx	xxxx	xxxxx	737	xxxx	xxxxx	xxxx	xxxx	xxxxx	163	108	545
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	206	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.4		
ApproachLOS:	*			*			*			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1000 MERIDIAN/HARMON

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Initial Vol:	0	936	5	3	647	0	0	0	0	7	0	3
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.4		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1601]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1000 MERIDIAN/HARMON

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Initial Vol:	0	936	5	3	647	0	0	0	0	7	0	3

Major Street Volume: 1591
Minor Approach Volume: 10
Minor Approach Volume Threshold: 125

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

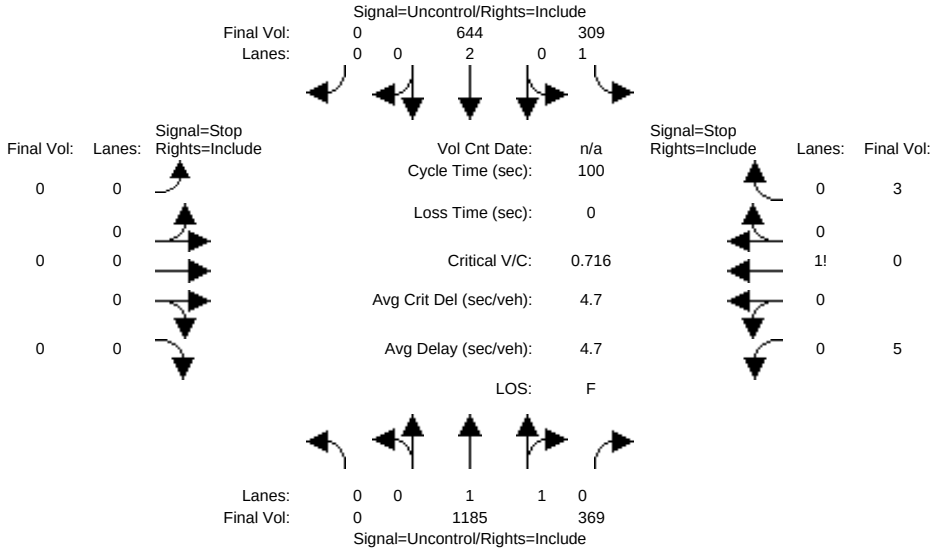
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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #1000: MERIDIAN/HARMON



Street Name:	Meridian Avenue						Harmon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	936	5	3	647	0	0	0	0	7	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	936	5	3	647	0	0	0	0	7	0	3
Added Vol:	0	249	364	306	-3	0	0	0	0	-2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1185	369	309	644	0	0	0	0	5	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1185	369	309	644	0	0	0	0	5	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1185	369	309	644	0	0	0	0	5	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx	2310	2632	777
Potent Cap.:	xxxx	xxxx	xxxxx	432	xxxx	xxxxx	xxxx	xxxx	xxxxx	33	24	344
Move Cap.:	xxxx	xxxx	xxxxx	432	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	7	344
Volume/Cap:	xxxx	xxxx	xxxx	0.72	xxxx	xxxx	xxxx	xxxx	xxxx	0.36	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	31.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	22	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	250	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			250.0		
ApproachLOS:	*			*			*			F		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1000 MERIDIAN/HARMON

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Initial Vol:	0	1185	369	309	644	0	0	0	0	5	0	3
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			250.0		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2515]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1000 MERIDIAN/HARMON

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Initial Vol:	0	1185	369	309	644	0	0	0	0	5	0	3

Major Street Volume: 2507
Minor Approach Volume: 8
Minor Approach Volume Threshold: -32 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

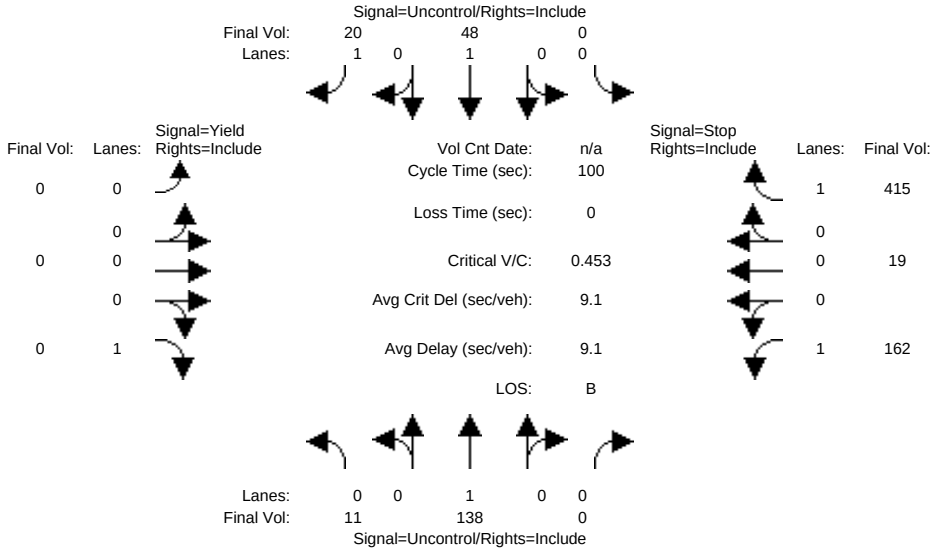
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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #2000: RACE/I-280 OFF-RAMP



Street Name:	Race Street						I-280 Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	138	0	0	48	20	0	0	0	162	19	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	138	0	0	48	20	0	0	0	162	19	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	138	0	0	48	20	0	0	0	162	19	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	138	0	0	48	20	0	0	0	162	19	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	138	0	0	48	20	0	0	0	162	19	415
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	68	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	48	218	228	138
Potent Cap.:	1546	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1027	775	675	916
Move Cap.:	1546	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1027	770	670	916
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.21	0.03	0.45
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	759	xxxx	901
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.9	xxxx	2.7
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.2	xxxx	12.6
Shared LOS:	A	*	*	*	*	*	*	*	*	B	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.2		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2000 RACE/I-280 OFF-RAMP

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Lanes:	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1	0 1	0
Initial Vol:	11	138	0	0	48	20	0	0	0	162	19	415
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.2		

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=596]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=813]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2000 RACE/I-280 OFF-RAMP

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Lanes:	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1	0 1	0
Initial Vol:	11	138	0	0	48	20	0	0	0	162	19	415

Major Street Volume: 217
Minor Approach Volume: 596
Minor Approach Volume Threshold: 1031

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

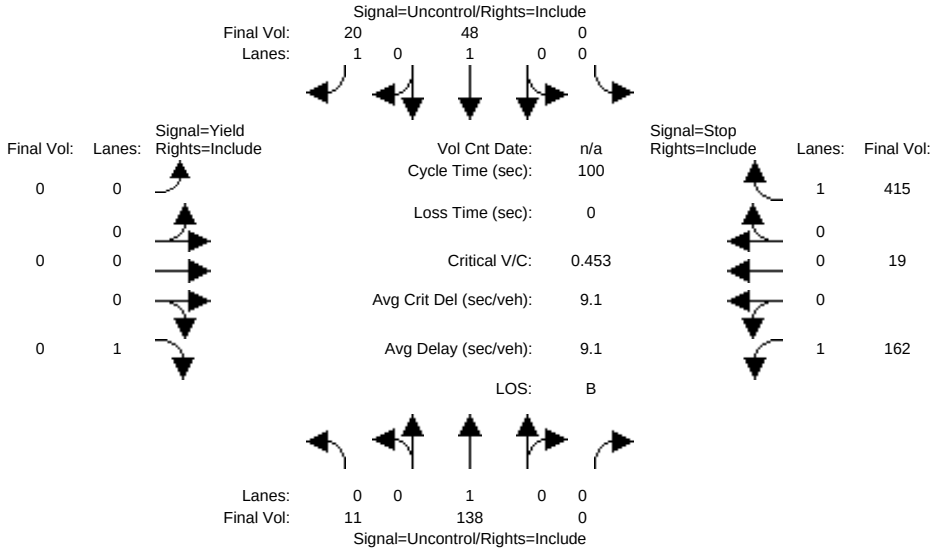
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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #2000: RACE/I-280 OFF-RAMP



Street Name:	Race Street						I-280 Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	138	0	0	48	20	0	0	0	162	19	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	138	0	0	48	20	0	0	0	162	19	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	138	0	0	48	20	0	0	0	162	19	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	138	0	0	48	20	0	0	0	162	19	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	138	0	0	48	20	0	0	0	162	19	415
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	68	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	48	218	228	138
Potent Cap.:	1546	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1027	775	675	916
Move Cap.:	1546	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1027	770	670	916
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.21	0.03	0.45
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	759	xxxx	901
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.9	xxxx	2.7
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.2	xxxx	12.6
Shared LOS:	A	*	*	*	*	*	*	*	*	B	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.2		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2000 RACE/I-280 OFF-RAMP

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Lanes:	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1	0 1	0
Initial Vol:	11	138	0	0	48	20	0	0	0	162	19	415
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.2		

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=596]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=813]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2000 RACE/I-280 OFF-RAMP

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Lanes:	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1	0 1	0
Initial Vol:	11	138	0	0	48	20	0	0	0	162	19	415

Major Street Volume: 217
Minor Approach Volume: 596
Minor Approach Volume Threshold: 1031

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

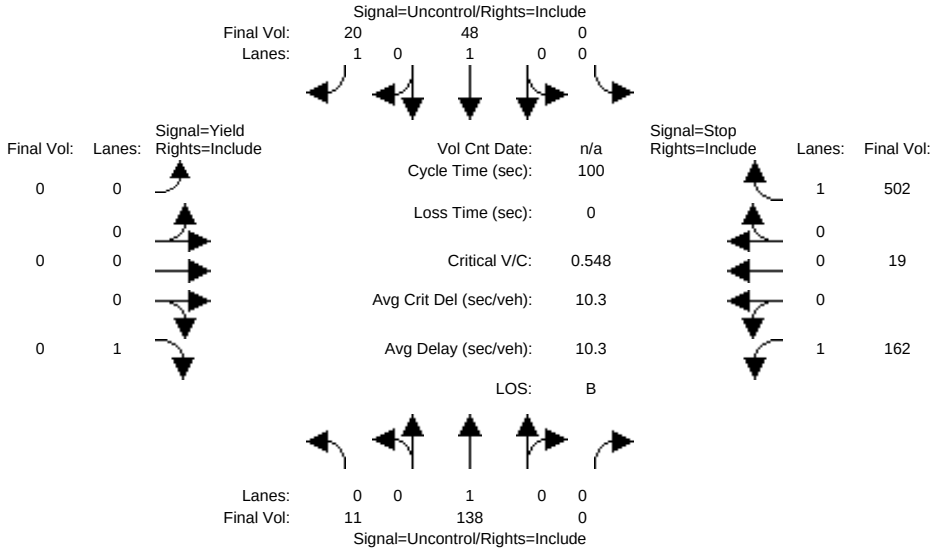
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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #2000: RACE/I-280 OFF-RAMP



Street Name:	Race Street						I-280 Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	138	0	0	48	20	0	0	0	162	19	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	138	0	0	48	20	0	0	0	162	19	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	87
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	138	0	0	48	20	0	0	0	162	19	502
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	138	0	0	48	20	0	0	0	162	19	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	138	0	0	48	20	0	0	0	162	19	502
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	68	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	48	218	228	138
Potent Cap.:	1546	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1027	775	675	916
Move Cap.:	1546	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1027	770	670	916
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.21	0.03	0.55
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	759	xxxx	904
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.9	xxxx	3.8
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.2	xxxx	14.3
Shared LOS:	A	*	*	*	*	*	*	*	*	B	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.5		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2000 RACE/I-280 OFF-RAMP

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Lanes:	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1	0 1	0
Initial Vol:	11	138	0	0	48	20	0	0	0	162	19	502
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.5		

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=683]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=900]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2000 RACE/I-280 OFF-RAMP

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Lanes:	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1	0 1	0
Initial Vol:	11	138	0	0	48	20	0	0	0	162	19	502

Major Street Volume: 217
Minor Approach Volume: 683
Minor Approach Volume Threshold: 1031

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

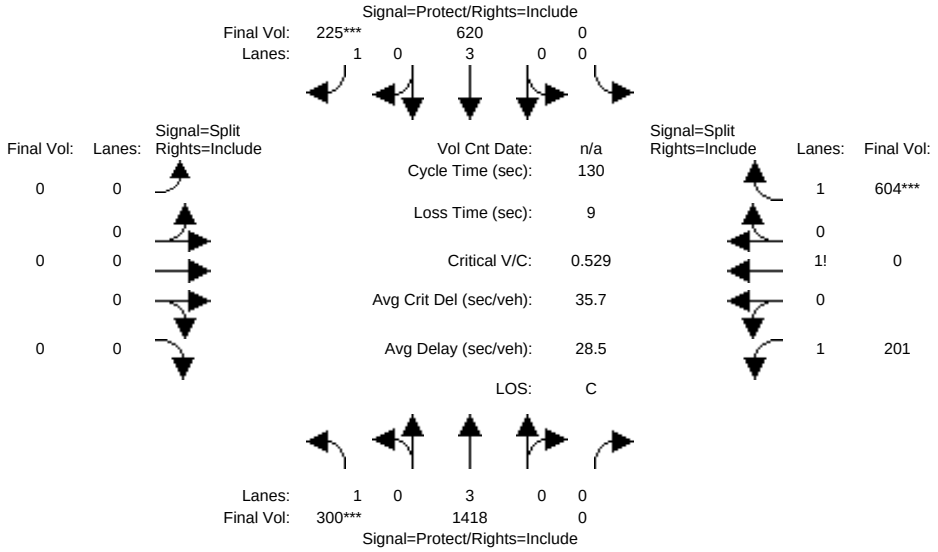
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3032: 280/BIRD (N)



Street Name:	Bird Avenue						280 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	0	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30												
Base Vol:	300	1418	0	0	620	225	0	0	0	201	0	604
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	1418	0	0	620	225	0	0	0	201	0	604
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	1418	0	0	620	225	0	0	0	201	0	604
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	1418	0	0	620	225	0	0	0	201	0	604
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1418	0	0	620	225	0	0	0	201	0	604
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	1418	0	0	620	225	0	0	0	201	0	604
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.26	0.00	1.74
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2196	0	3141
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.00	0.00	0.11	0.13	0.00	0.00	0.00	0.09	0.00	0.19
Crit Moves:	****					****						****
Green Time:	42.1	73.7	0.0	0.0	31.6	31.6	0.0	0.0	0.0	47.3	0.0	47.3
Volume/Cap:	0.53	0.44	0.00	0.00	0.45	0.53	0.00	0.00	0.00	0.25	0.00	0.53
Delay/Veh:	36.8	16.3	0.0	0.0	42.0	44.0	0.0	0.0	0.0	29.0	0.0	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	16.3	0.0	0.0	42.0	44.0	0.0	0.0	0.0	29.0	0.0	32.9
LOS by Move:	D	B	A	A	D	D	A	A	A	C	A	C
HCM2kAvgQ:	10	10	0	0	7	8	0	0	0	5	0	11

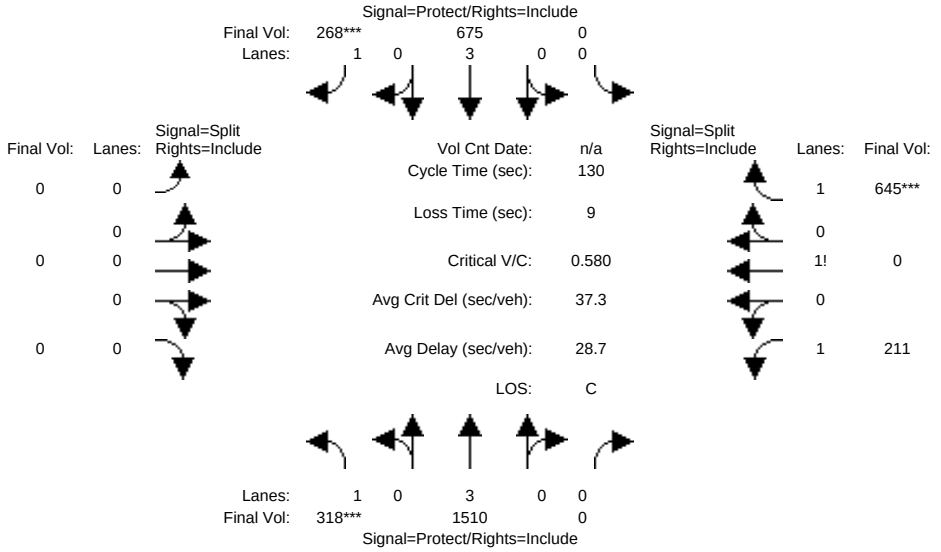
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3032: 280/BIRD (N)



Street Name:	Bird Avenue						280 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	0	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	318	1510	0	0	675	268	0	0	0	211	0	645
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	1510	0	0	675	268	0	0	0	211	0	645
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	1510	0	0	675	268	0	0	0	211	0	645
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	318	1510	0	0	675	268	0	0	0	211	0	645
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	1510	0	0	675	268	0	0	0	211	0	645
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	318	1510	0	0	675	268	0	0	0	211	0	645
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.25	0.00	1.75
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2191	0	3147
Capacity Analysis Module:												
Vol/Sat:	0.18	0.26	0.00	0.00	0.12	0.15	0.00	0.00	0.00	0.10	0.00	0.20
Crit Moves:	****					****						****
Green Time:	40.7	75.1	0.0	0.0	34.3	34.3	0.0	0.0	0.0	45.9	0.0	45.9
Volume/Cap:	0.58	0.46	0.00	0.00	0.45	0.58	0.00	0.00	0.00	0.27	0.00	0.58
Delay/Veh:	39.0	15.9	0.0	0.0	40.1	43.4	0.0	0.0	0.0	30.1	0.0	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	15.9	0.0	0.0	40.1	43.4	0.0	0.0	0.0	30.1	0.0	34.8
LOS by Move:	D	B	A	A	D	D	A	A	A	C	A	C
HCM2kAvgQ:	11	11	0	0	7	10	0	0	0	5	0	13

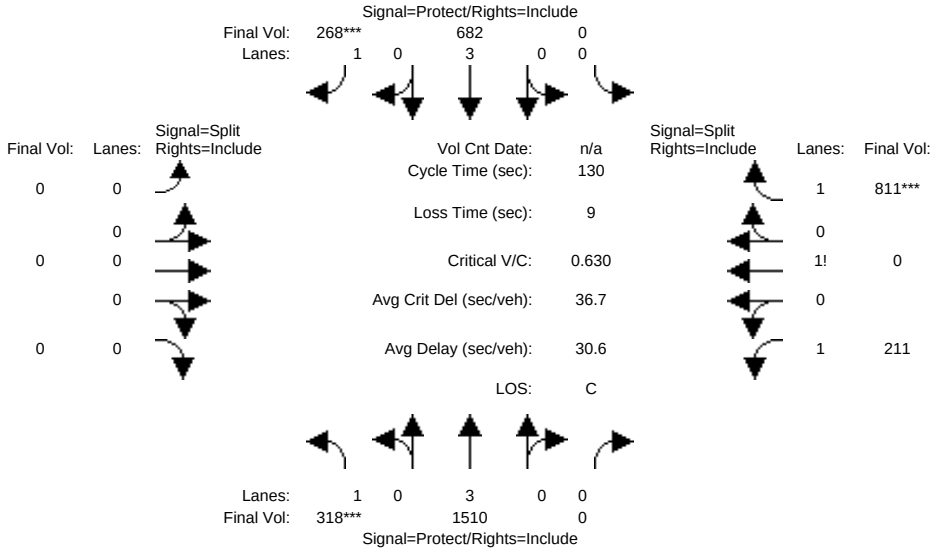
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3032: 280/BIRD (N)



Street Name:	Bird Avenue						280 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	0	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	318	1510	0	0	675	268	0	0	0	211	0	645
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	1510	0	0	675	268	0	0	0	211	0	645
Added Vol:	0	0	0	0	7	0	0	0	0	0	0	166
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	1510	0	0	682	268	0	0	0	211	0	811
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	318	1510	0	0	682	268	0	0	0	211	0	811
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	1510	0	0	682	268	0	0	0	211	0	811
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	318	1510	0	0	682	268	0	0	0	211	0	811
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.21	0.00	1.79
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2119	0	3220
Capacity Analysis Module:												
Vol/Sat:	0.18	0.26	0.00	0.00	0.12	0.15	0.00	0.00	0.00	0.10	0.00	0.25
Crit Moves:	****					****						****
Green Time:	37.5	69.1	0.0	0.0	31.6	31.6	0.0	0.0	0.0	51.9	0.0	51.9
Volume/Cap:	0.63	0.50	0.00	0.00	0.49	0.63	0.00	0.00	0.00	0.25	0.00	0.63
Delay/Veh:	42.8	19.6	0.0	0.0	42.6	47.0	0.0	0.0	0.0	26.1	0.0	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	19.6	0.0	0.0	42.6	47.0	0.0	0.0	0.0	26.1	0.0	32.1
LOS by Move:	D	B	A	A	D	D	A	A	A	C	A	C
HCM2kAvgQ:	11	12	0	0	8	10	0	0	0	5	0	15

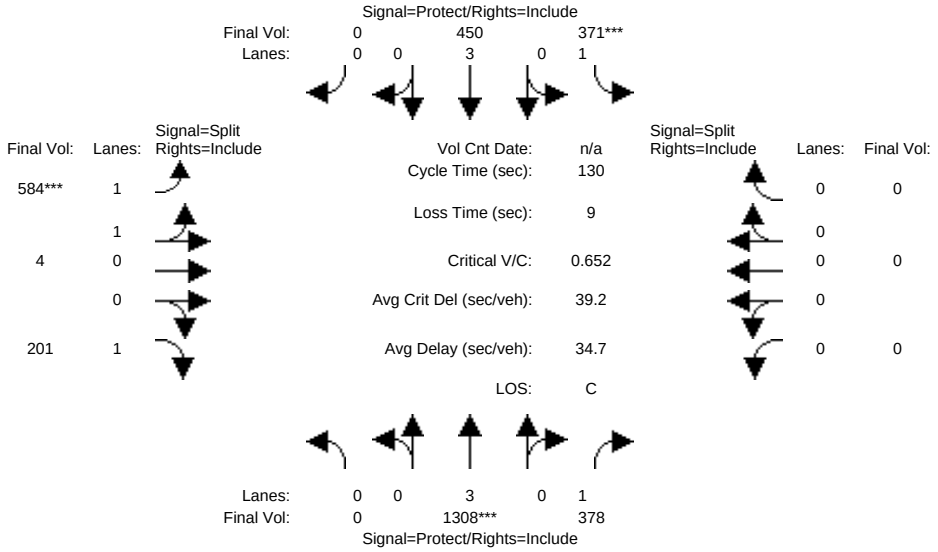
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3033: 280/BIRD (S)



Street Name:	Bird Avenue						280 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:3-8:30												
Base Vol:	0	1308	378	371	450	0	584	4	201	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1308	378	371	450	0	584	4	201	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1308	378	371	450	0	584	4	201	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1308	378	371	450	0	584	4	201	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1308	378	371	450	0	584	4	201	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1308	378	371	450	0	584	4	201	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3526	24	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.22	0.21	0.08	0.00	0.17	0.17	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	45.7	45.7	42.3	88.0	0.0	33.0	33.0	33.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.61	0.65	0.12	0.00	0.65	0.65	0.45	0.00	0.00	0.00
Delay/Veh:	0.0	36.2	36.7	40.3	7.4	0.0	45.1	45.1	41.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.2	36.7	40.3	7.4	0.0	45.1	45.1	41.6	0.0	0.0	0.0
LOS by Move:	A	D	D	D	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	15	14	13	2	0	12	12	7	0	0	0

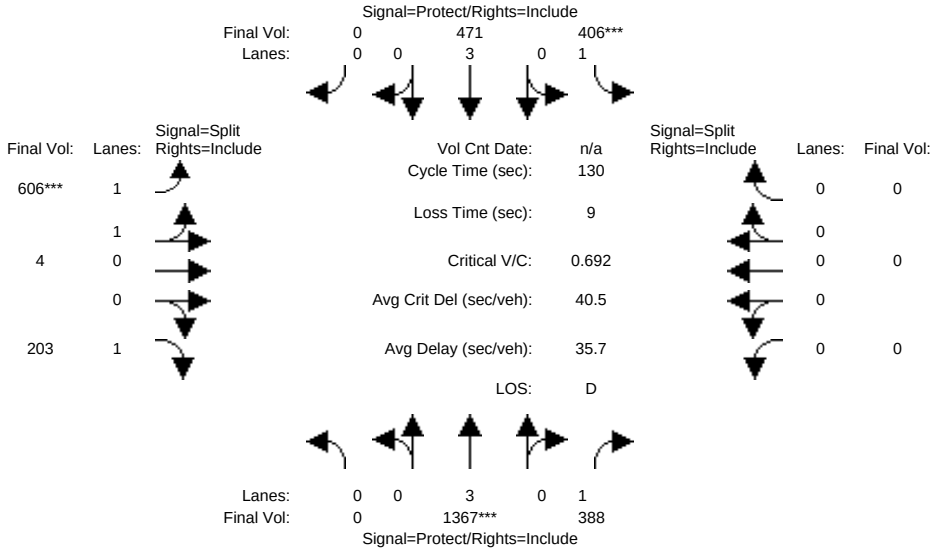
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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3033: 280/BIRD (S)



Street Name:	Bird Avenue						280 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1367	388	406	471	0	606	4	203	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1367	388	406	471	0	606	4	203	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1367	388	406	471	0	606	4	203	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1367	388	406	471	0	606	4	203	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1367	388	406	471	0	606	4	203	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1367	388	406	471	0	606	4	203	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3527	23	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.22	0.23	0.08	0.00	0.17	0.17	0.12	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	45.1	45.1	43.6	88.7	0.0	32.3	32.3	32.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.64	0.69	0.12	0.00	0.69	0.69	0.47	0.00	0.00	0.00
Delay/Veh:	0.0	37.5	37.9	40.9	7.2	0.0	46.7	46.7	42.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.5	37.9	40.9	7.2	0.0	46.7	46.7	42.3	0.0	0.0	0.0
LOS by Move:	A	D	D	D	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	16	14	15	2	0	13	13	8	0	0	0

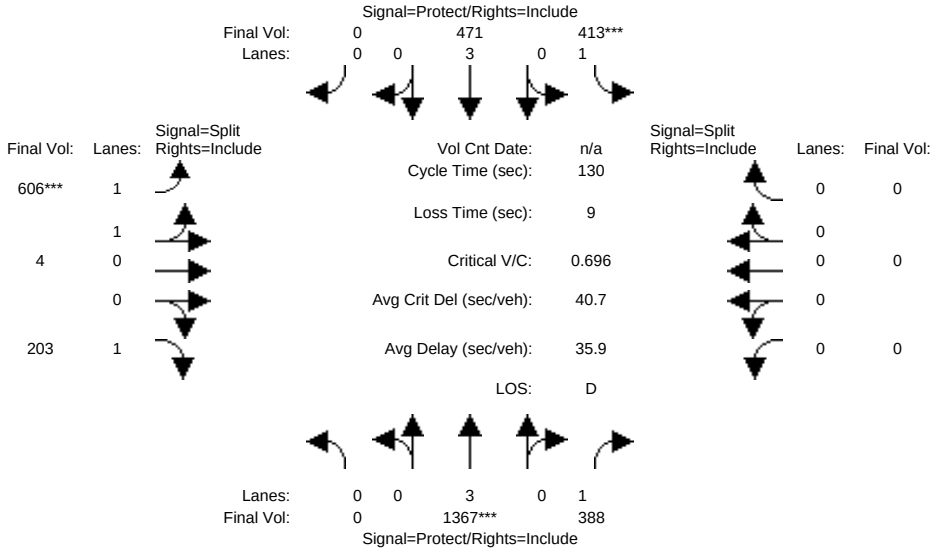
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3033: 280/BIRD (S)



Street Name:	Bird Avenue						280 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1367	388	406	471	0	606	4	203	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1367	388	406	471	0	606	4	203	0	0	0
Added Vol:	0	0	0	7	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1367	388	413	471	0	606	4	203	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1367	388	413	471	0	606	4	203	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1367	388	413	471	0	606	4	203	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1367	388	413	471	0	606	4	203	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3527	23	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.22	0.24	0.08	0.00	0.17	0.17	0.12	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	44.8	44.8	44.1	88.9	0.0	32.1	32.1	32.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.64	0.70	0.12	0.00	0.70	0.70	0.47	0.00	0.00	0.00
Delay/Veh:	0.0	37.8	38.3	40.8	7.1	0.0	47.0	47.0	42.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.8	38.3	40.8	7.1	0.0	47.0	47.0	42.5	0.0	0.0	0.0
LOS by Move:	A	D	D	D	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	16	15	15	2	0	13	13	8	0	0	0

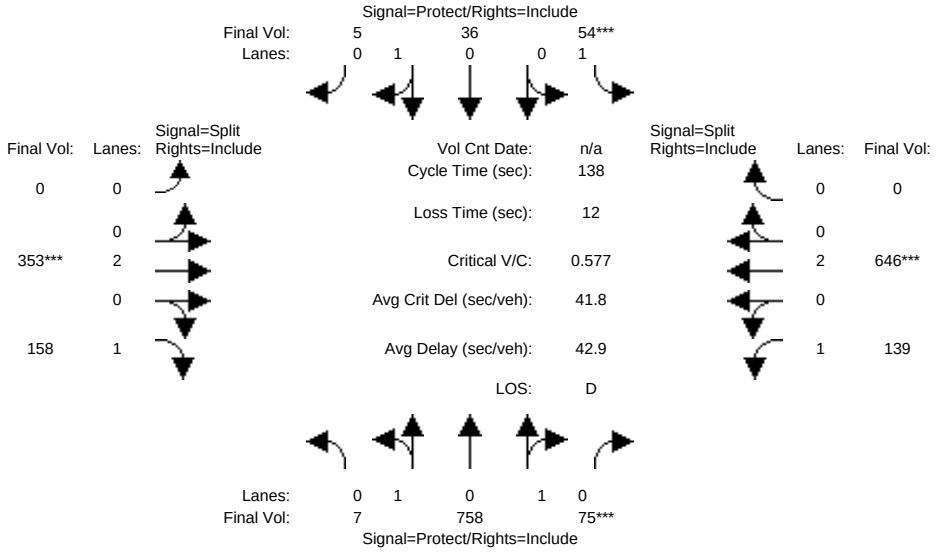
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3059: ALAMEDA/RACE *



Street Name:	Martin/Race						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45												
Base Vol:	7	758	75	54	36	5	0	353	158	139	646	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	758	75	54	36	5	0	353	158	139	646	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	758	75	54	36	5	0	353	158	139	646	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	758	75	54	36	5	0	353	158	139	646	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	758	75	54	36	5	0	353	158	139	646	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	758	75	54	36	5	0	353	158	139	646	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	1.80	0.18	1.00	0.88	0.12	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	30	3249	321	1750	1580	220	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.03	0.02	0.02	0.00	0.09	0.09	0.08	0.17	0.00
Crit Moves:			****	****				****			****	
Green Time:	49.2	54.5	54.5	10.0	15.3	15.3	0.0	21.7	21.7	39.7	39.7	0.0
Volume/Cap:	0.65	0.59	0.59	0.43	0.21	0.21	0.00	0.59	0.57	0.28	0.59	0.00
Delay/Veh:	38.4	33.6	33.6	63.5	56.3	56.3	0.0	55.6	56.8	38.3	43.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	33.6	33.6	63.5	56.3	56.3	0.0	55.6	56.8	38.3	43.0	0.0
LOS by Move:	D	C	C	E	E	E	A	E	E	D	D	A
HCM2kAvgQ:	15	14	14	3	2	2	0	8	7	5	12	0

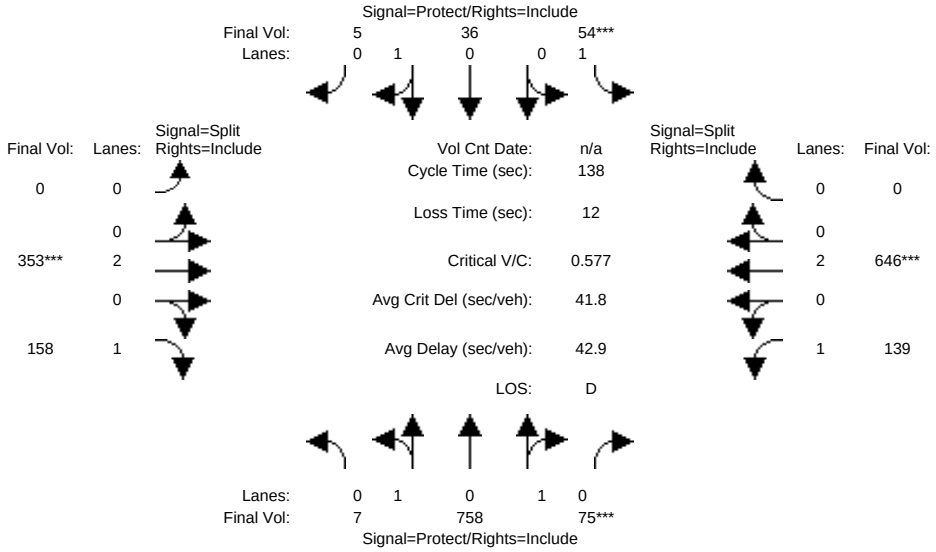
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3059: ALAMEDA/RACE *



Street Name:	Martin/Race						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	758	75	54	36	5	0	353	158	139	646	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	758	75	54	36	5	0	353	158	139	646	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	758	75	54	36	5	0	353	158	139	646	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	758	75	54	36	5	0	353	158	139	646	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	758	75	54	36	5	0	353	158	139	646	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	758	75	54	36	5	0	353	158	139	646	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	1.80	0.18	1.00	0.88	0.12	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	30	3249	321	1750	1580	220	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.03	0.02	0.02	0.00	0.09	0.09	0.08	0.17	0.00
Crit Moves:			****	****				****			****	
Green Time:	49.2	54.5	54.5	10.0	15.3	15.3	0.0	21.7	21.7	39.7	39.7	0.0
Volume/Cap:	0.65	0.59	0.59	0.43	0.21	0.21	0.00	0.59	0.57	0.28	0.59	0.00
Delay/Veh:	38.4	33.6	33.6	63.5	56.3	56.3	0.0	55.6	56.8	38.3	43.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	33.6	33.6	63.5	56.3	56.3	0.0	55.6	56.8	38.3	43.0	0.0
LOS by Move:	D	C	C	E	E	E	A	E	E	D	D	A
HCM2kAvgQ:	15	14	14	3	2	2	0	8	7	5	12	0

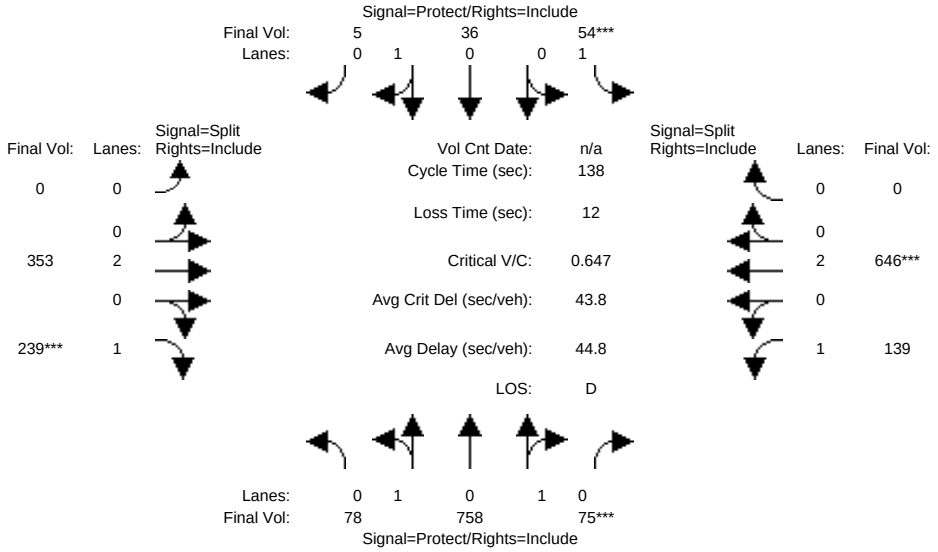
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3059: ALAMEDA/RACE *



Street Name:	Martin/Race						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	758	75	54	36	5	0	353	158	139	646	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	758	75	54	36	5	0	353	158	139	646	0
Added Vol:	71	0	0	0	0	0	0	0	81	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	758	75	54	36	5	0	353	239	139	646	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	758	75	54	36	5	0	353	239	139	646	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	758	75	54	36	5	0	353	239	139	646	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	758	75	54	36	5	0	353	239	139	646	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.17	1.67	0.16	1.00	0.88	0.12	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	308	2995	296	1750	1580	220	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.03	0.02	0.02	0.00	0.09	0.14	0.08	0.17	0.00
Crit Moves:			****	****					****		****	
Green Time:	48.6	52.5	52.5	10.0	13.9	13.9	0.0	28.3	28.3	35.2	35.2	0.0
Volume/Cap:	0.72	0.67	0.67	0.43	0.23	0.23	0.00	0.45	0.67	0.31	0.67	0.00
Delay/Veh:	40.8	36.8	36.8	63.5	57.7	57.7	0.0	48.5	55.2	42.0	47.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	36.8	36.8	63.5	57.7	57.7	0.0	48.5	55.2	42.0	47.9	0.0
LOS by Move:	D	D	D	E	E	E	A	D	E	D	D	A
HCM2kAvgQ:	17	16	16	3	2	2	0	7	11	5	13	0

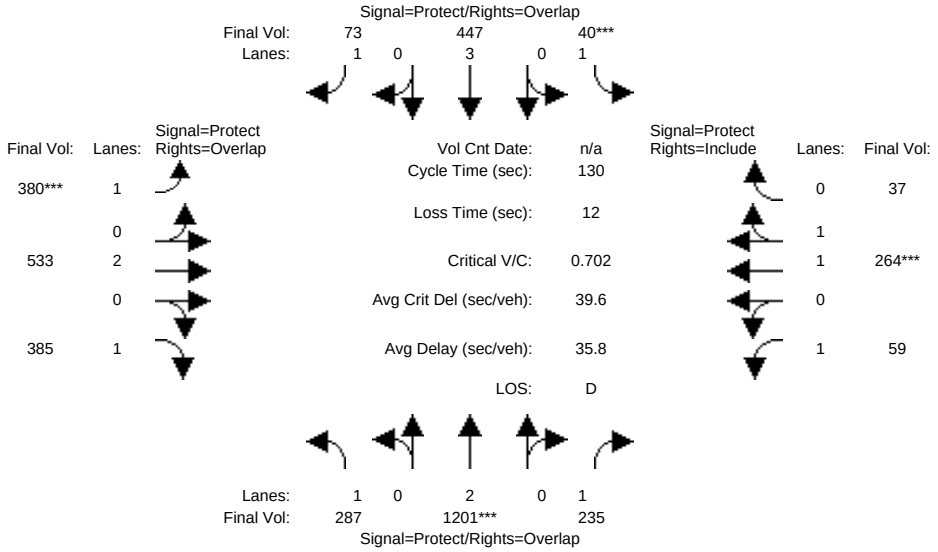
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3077: BIRD/SAN CARLOS



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30												
Base Vol:	287	1201	235	40	447	73	380	533	385	59	264	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	1201	235	40	447	73	380	533	385	59	264	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	1201	235	40	447	73	380	533	385	59	264	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	1201	235	40	447	73	380	533	385	59	264	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	1201	235	40	447	73	380	533	385	59	264	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	1201	235	40	447	73	380	533	385	59	264	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3245	455
Capacity Analysis Module:												
Vol/Sat:	0.16	0.32	0.13	0.02	0.08	0.04	0.22	0.14	0.22	0.03	0.08	0.08
Crit Moves:		****		****			****				****	
Green Time:	43.4	57.1	72.0	7.0	20.7	60.0	39.2	39.0	82.3	15.0	14.7	14.7
Volume/Cap:	0.49	0.72	0.24	0.42	0.49	0.09	0.72	0.47	0.35	0.29	0.72	0.72
Delay/Veh:	35.2	31.5	15.1	62.6	50.3	19.7	45.3	37.4	11.4	53.5	61.7	61.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	31.5	15.1	62.6	50.3	19.7	45.3	37.4	11.4	53.5	61.7	61.7
LOS by Move:	D	C	B	E	D	B	D	D	B	D	E	E
HCM2kAvgQ:	10	19	5	2	6	2	16	9	8	3	7	7

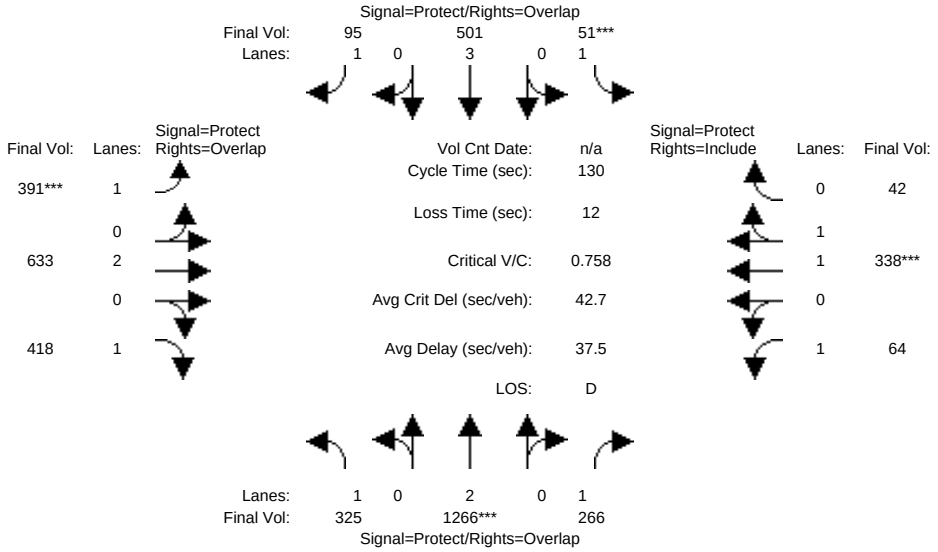
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3077: BIRD/SAN CARLOS



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	325	1266	266	51	501	95	391	633	418	64	338	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	1266	266	51	501	95	391	633	418	64	338	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	1266	266	51	501	95	391	633	418	64	338	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	1266	266	51	501	95	391	633	418	64	338	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	1266	266	51	501	95	391	633	418	64	338	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	1266	266	51	501	95	391	633	418	64	338	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3291	409
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.15	0.03	0.09	0.05	0.22	0.17	0.24	0.04	0.10	0.10
Crit Moves:		****		****			****				****	
Green Time:	42.8	56.1	69.5	7.0	20.3	57.9	37.6	41.5	84.3	13.4	17.3	17.3
Volume/Cap:	0.56	0.77	0.28	0.54	0.56	0.12	0.77	0.52	0.37	0.35	0.77	0.77
Delay/Veh:	37.2	33.8	16.8	66.2	51.6	21.2	49.5	36.6	10.7	55.5	61.9	61.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	33.8	16.8	66.2	51.6	21.2	49.5	36.6	10.7	55.5	61.9	61.9
LOS by Move:	D	C	B	E	D	C	D	D	B	E	E	E
HCM2kAvgQ:	11	21	6	3	7	2	17	10	8	3	9	9

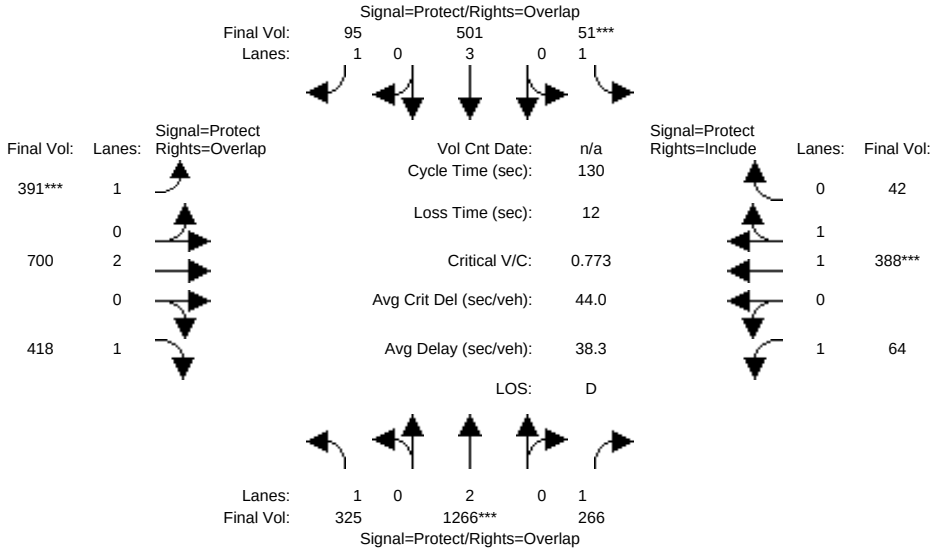
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3077: BIRD/SAN CARLOS



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	325	1266	266	51	501	95	391	633	418	64	338	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	1266	266	51	501	95	391	633	418	64	338	42
Added Vol:	0	0	0	0	0	0	0	67	0	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	1266	266	51	501	95	391	700	418	64	388	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	1266	266	51	501	95	391	700	418	64	388	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	1266	266	51	501	95	391	700	418	64	388	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	1266	266	51	501	95	391	700	418	64	388	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.80	0.20
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3338	361
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.15	0.03	0.09	0.05	0.22	0.18	0.24	0.04	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	42.1	55.0	67.6	7.0	19.9	56.8	36.9	43.4	85.4	12.7	19.2	19.2
Volume/Cap:	0.57	0.79	0.29	0.54	0.57	0.12	0.79	0.55	0.36	0.38	0.79	0.79
Delay/Veh:	38.0	35.2	17.8	66.2	52.0	21.9	51.2	35.9	10.2	56.3	61.0	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	35.2	17.8	66.2	52.0	21.9	51.2	35.9	10.2	56.3	61.0	61.0
LOS by Move:	D	D	B	E	D	C	D	D	B	E	E	E
HCM2kAvgQ:	11	22	6	3	7	2	17	12	8	3	10	10

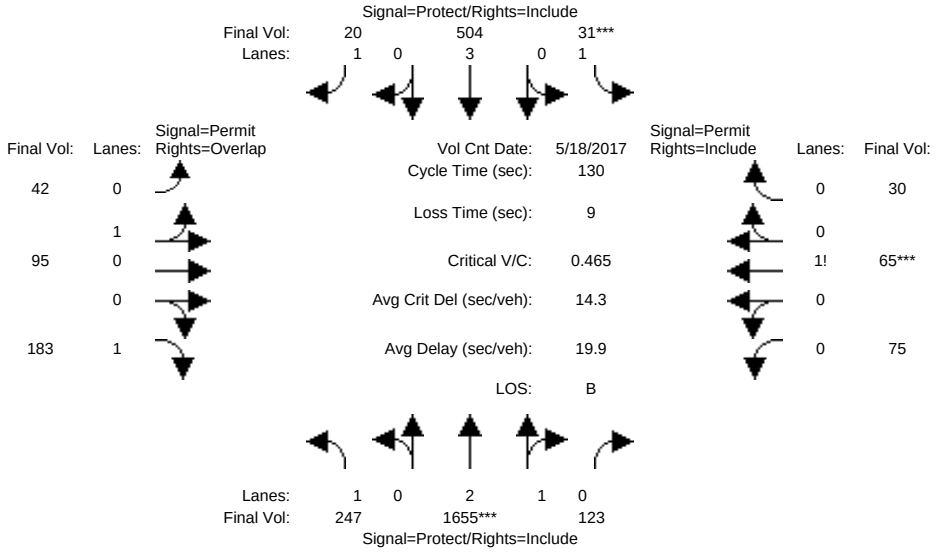
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3266: BIRD/AUZERAIS



Street Name:	Bird Avenue						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2017 << 7:30-8:30												
Base Vol:	247	1655	123	31	504	20	42	95	183	75	65	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1655	123	31	504	20	42	95	183	75	65	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	1655	123	31	504	20	42	95	183	75	65	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1655	123	31	504	20	42	95	183	75	65	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1655	123	31	504	20	42	95	183	75	65	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1655	123	31	504	20	42	95	183	75	65	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.78	0.22	1.00	3.00	1.00	0.31	0.69	1.00	0.44	0.38	0.18
Final Sat.:	1750	5212	387	1750	5700	1750	552	1248	1750	772	669	309
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.32	0.02	0.09	0.01	0.08	0.08	0.10	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green Time:	58.0	87.3	87.3	7.0	36.3	36.3	26.7	26.7	84.7	26.7	26.7	26.7
Volume/Cap:	0.32	0.47	0.47	0.33	0.32	0.04	0.37	0.37	0.16	0.47	0.47	0.47
Delay/Veh:	23.5	10.4	10.4	61.3	37.1	34.2	45.0	45.0	8.9	46.4	46.4	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	10.4	10.4	61.3	37.1	34.2	45.0	45.0	8.9	46.4	46.4	46.4
LOS by Move:	C	B	B	E	D	C	D	D	A	D	D	D
HCM2kAvgQ:	7	11	11	1	5	1	5	5	3	7	7	7

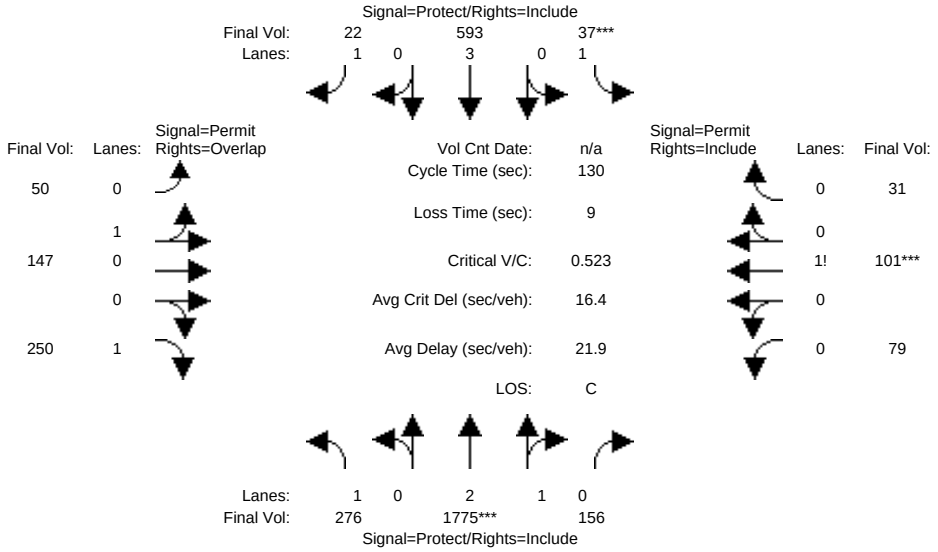
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3266: BIRD/AUZERAIS



Street Name:	Bird Avenue						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	276	1775	156	37	593	22	50	147	250	79	101	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1775	156	37	593	22	50	147	250	79	101	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	1775	156	37	593	22	50	147	250	79	101	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	1775	156	37	593	22	50	147	250	79	101	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	1775	156	37	593	22	50	147	250	79	101	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	1775	156	37	593	22	50	147	250	79	101	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.75	0.25	1.00	3.00	1.00	0.25	0.75	1.00	0.37	0.48	0.15
Final Sat.:	1750	5147	452	1750	5700	1750	457	1343	1750	655	838	257
Capacity Analysis Module:												
Vol/Sat:	0.16	0.34	0.34	0.02	0.10	0.01	0.11	0.11	0.14	0.12	0.12	0.12
Crit Moves:		****		****							****	
Green Time:	55.1	84.5	84.5	7.0	36.4	36.4	29.5	29.5	84.6	29.5	29.5	29.5
Volume/Cap:	0.37	0.53	0.53	0.39	0.37	0.04	0.48	0.48	0.22	0.53	0.53	0.53
Delay/Veh:	25.9	12.3	12.3	62.1	37.8	34.2	44.5	44.5	9.3	45.5	45.5	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	12.3	12.3	62.1	37.8	34.2	44.5	44.5	9.3	45.5	45.5	45.5
LOS by Move:	C	B	B	E	D	C	D	D	A	D	D	D
HCM2kAvgQ:	8	14	14	2	6	1	7	7	4	8	8	8

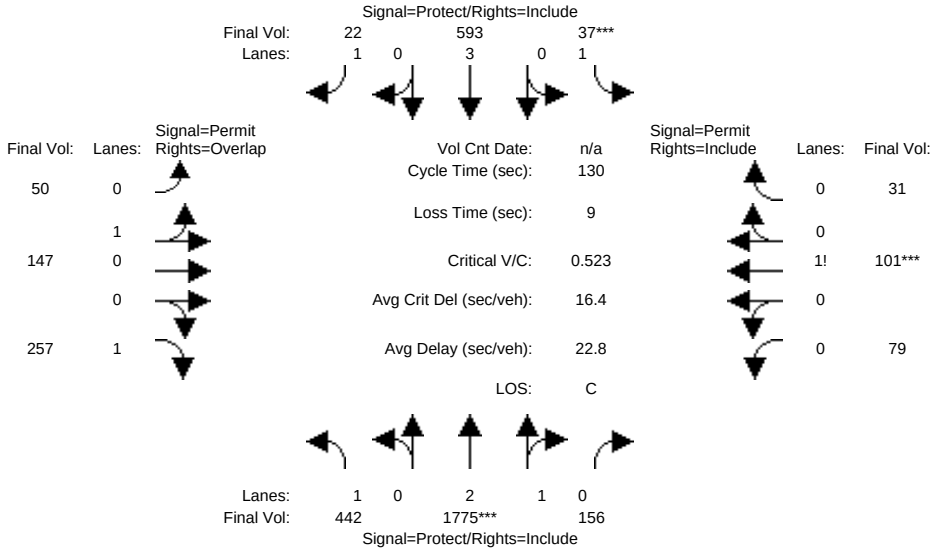
Note: Queue reported is the number of cars per lane.

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

Intersection #3266: BIRD/AUZERAIS



Street Name:	Bird Avenue						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	276	1775	156	37	593	22	50	147	250	79	101	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1775	156	37	593	22	50	147	250	79	101	31
Added Vol:	166	0	0	0	0	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	1775	156	37	593	22	50	147	257	79	101	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	442	1775	156	37	593	22	50	147	257	79	101	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	1775	156	37	593	22	50	147	257	79	101	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	442	1775	156	37	593	22	50	147	257	79	101	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.75	0.25	1.00	3.00	1.00	0.25	0.75	1.00	0.37	0.48	0.15
Final Sat.:	1750	5147	452	1750	5700	1750	457	1343	1750	655	838	257
Capacity Analysis Module:												
Vol/Sat:	0.25	0.34	0.34	0.02	0.10	0.01	0.11	0.11	0.15	0.12	0.12	0.12
Crit Moves:		****		****							****	
Green Time:	64.8	84.5	84.5	7.0	26.7	26.7	29.5	29.5	94.3	29.5	29.5	29.5
Volume/Cap:	0.51	0.53	0.53	0.39	0.51	0.06	0.48	0.48	0.20	0.53	0.53	0.53
Delay/Veh:	22.4	12.3	12.3	62.1	46.2	41.6	44.5	44.5	5.8	45.5	45.5	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	12.3	12.3	62.1	46.2	41.6	44.5	44.5	5.8	45.5	45.5	45.5
LOS by Move:	C	B	B	E	D	D	D	D	A	D	D	D
HCM2kAvgQ:	12	14	14	2	7	1	7	7	3	8	8	8

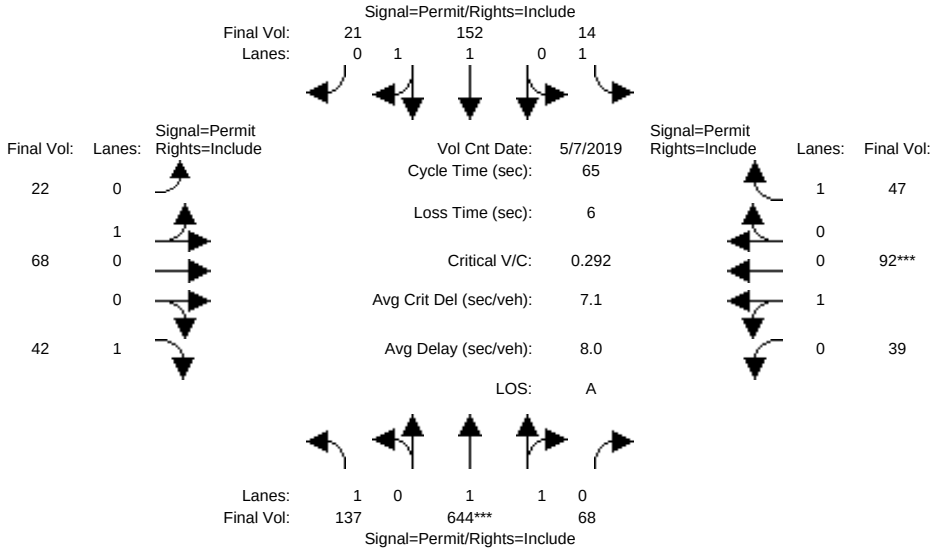
Note: Queue reported is the number of cars per lane.

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San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3268: LINCOLN/AUZERAIS



Street Name:	Lincoln Avenue						Auzerais Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 << 7:30 - 8:30												
Base Vol:	137	644	68	14	152	21	22	68	42	39	92	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	644	68	14	152	21	22	68	42	39	92	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	644	68	14	152	21	22	68	42	39	92	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	644	68	14	152	21	22	68	42	39	92	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	644	68	14	152	21	22	68	42	39	92	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	644	68	14	152	21	22	68	42	39	92	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.80	0.20	1.00	1.75	0.25	0.24	0.76	1.00	0.30	0.70	1.00
Final Sat.:	1750	3346	353	1750	3251	449	440	1360	1750	536	1264	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.01	0.05	0.05	0.05	0.05	0.02	0.07	0.07	0.03
Crit Moves:		****									****	
Green Time:	42.8	42.8	42.8	42.8	42.8	42.8	16.2	16.2	16.2	16.2	16.2	16.2
Volume/Cap:	0.12	0.29	0.29	0.01	0.07	0.07	0.20	0.20	0.10	0.29	0.29	0.11
Delay/Veh:	4.2	4.8	4.8	3.8	4.0	4.0	19.5	19.5	18.9	20.1	20.1	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.2	4.8	4.8	3.8	4.0	4.0	19.5	19.5	18.9	20.1	20.1	18.9
LOS by Move:	A	A	A	A	A	A	B	B	B	C	C	B
HCM2kAvgQ:	1	3	3	0	1	1	1	1	1	2	2	1

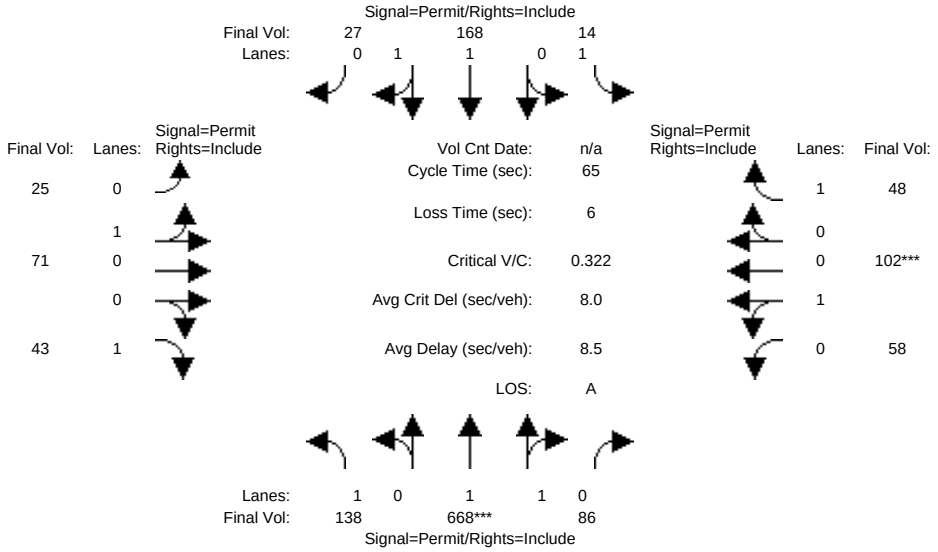
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3268: LINCOLN/AUZERAIS



Street Name:	Lincoln Avenue						Auzerais Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	138	668	86	14	168	27	25	71	43	58	102	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	668	86	14	168	27	25	71	43	58	102	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	668	86	14	168	27	25	71	43	58	102	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	668	86	14	168	27	25	71	43	58	102	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	668	86	14	168	27	25	71	43	58	102	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	668	86	14	168	27	25	71	43	58	102	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.77	0.23	1.00	1.72	0.28	0.26	0.74	1.00	0.36	0.64	1.00
Final Sat.:	1750	3278	422	1750	3187	512	469	1331	1750	652	1147	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.01	0.05	0.05	0.05	0.05	0.02	0.09	0.09	0.03
Crit Moves:		****									****	
Green Time:	41.1	41.1	41.1	41.1	41.1	41.1	17.9	17.9	17.9	17.9	17.9	17.9
Volume/Cap:	0.12	0.32	0.32	0.01	0.08	0.08	0.19	0.19	0.09	0.32	0.32	0.10
Delay/Veh:	4.8	5.6	5.6	4.4	4.7	4.7	18.2	18.2	17.6	19.1	19.1	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.8	5.6	5.6	4.4	4.7	4.7	18.2	18.2	17.6	19.1	19.1	17.6
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	4	4	0	1	1	1	1	1	3	3	1

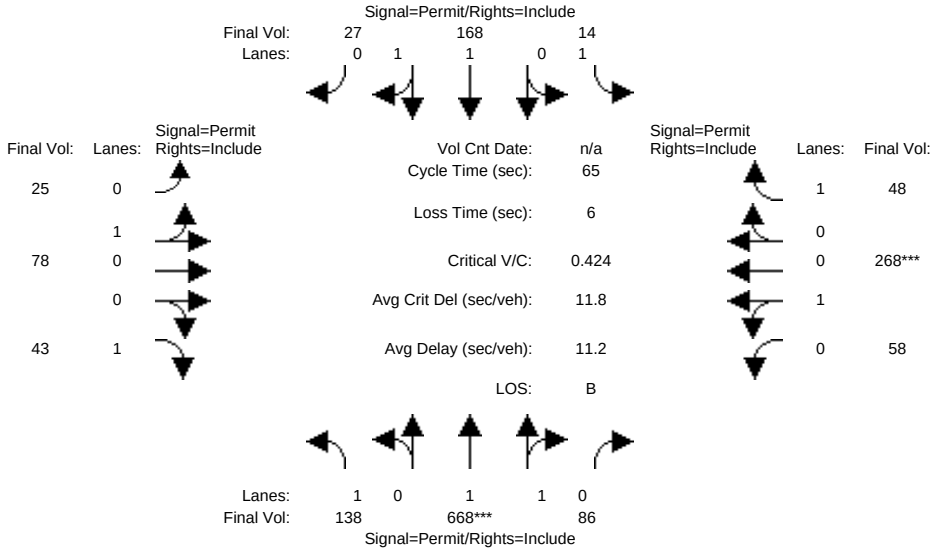
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3268: LINCOLN/AUZERAIS



Street Name:	Lincoln Avenue						Auzerais Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	138	668	86	14	168	27	25	71	43	58	102	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	668	86	14	168	27	25	71	43	58	102	48
Added Vol:	0	0	0	0	0	0	0	7	0	0	166	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	668	86	14	168	27	25	78	43	58	268	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	668	86	14	168	27	25	78	43	58	268	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	668	86	14	168	27	25	78	43	58	268	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	668	86	14	168	27	25	78	43	58	268	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.77	0.23	1.00	1.72	0.28	0.24	0.76	1.00	0.18	0.82	1.00
Final Sat.:	1750	3278	422	1750	3187	512	437	1363	1750	320	1480	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.01	0.05	0.05	0.06	0.06	0.02	0.18	0.18	0.03
Crit Moves:		****									****	
Green Time:	31.2	31.2	31.2	31.2	31.2	31.2	27.8	27.8	27.8	27.8	27.8	27.8
Volume/Cap:	0.16	0.42	0.42	0.02	0.11	0.11	0.13	0.13	0.06	0.42	0.42	0.06
Delay/Veh:	9.6	11.2	11.2	8.8	9.3	9.3	11.4	11.4	11.0	13.4	13.4	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	11.2	11.2	8.8	9.3	9.3	11.4	11.4	11.0	13.4	13.4	11.0
LOS by Move:	A	B	B	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	2	5	5	0	1	1	1	1	1	5	5	1

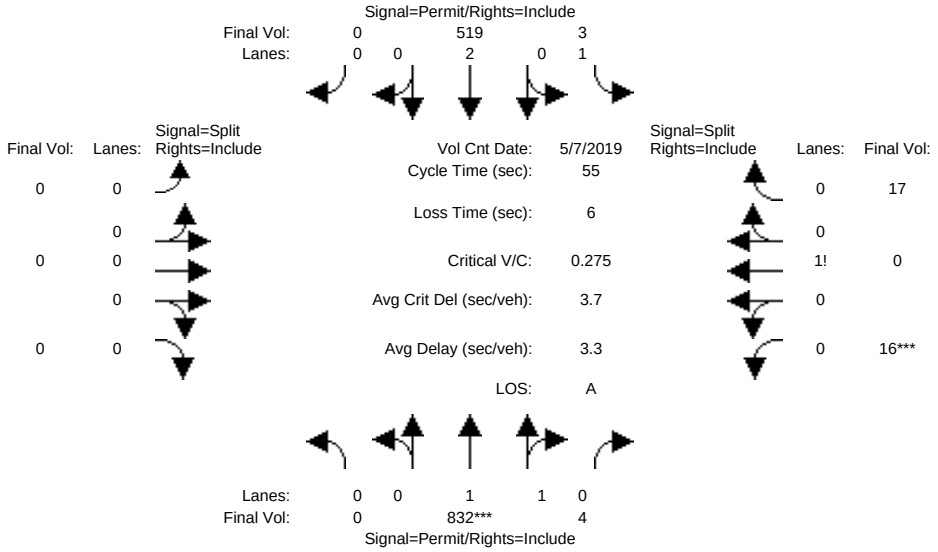
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3269: MERIDIAN/AUZERAIS



Street Name:	Meridian Avenue						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 << 7:30 - 8:30												
Base Vol:	0	832	4	3	519	0	0	0	0	16	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	832	4	3	519	0	0	0	0	16	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	832	4	3	519	0	0	0	0	16	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	832	4	3	519	0	0	0	0	16	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	832	4	3	519	0	0	0	0	16	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	832	4	3	519	0	0	0	0	16	0	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	0.48	0.00	0.52
Final Sat.:	0	3682	18	1750	3800	0	0	0	0	848	0	902
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.00	0.14	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:		****								****		
Green Time:	0.0	39.0	39.0	39.0	39.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.32	0.32	0.00	0.19	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Delay/Veh:	0.0	3.1	3.1	2.3	2.7	0.0	0.0	0.0	0.0	18.9	0.0	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.1	3.1	2.3	2.7	0.0	0.0	0.0	0.0	18.9	0.0	18.9
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	3	3	0	1	0	0	0	0	1	0	1

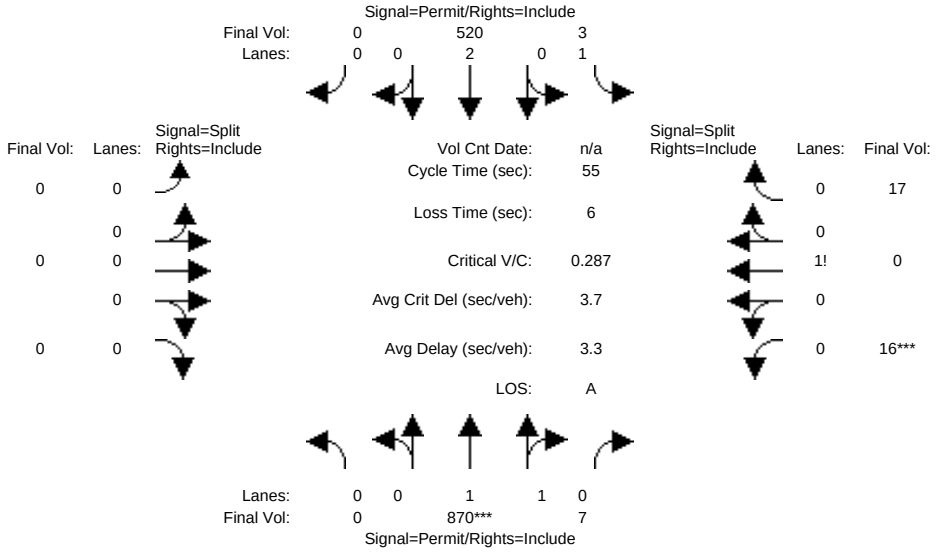
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3269: MERIDIAN/AUZERAIS



Street Name:	Meridian Avenue						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	870	7	3	520	0	0	0	0	16	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	870	7	3	520	0	0	0	0	16	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	870	7	3	520	0	0	0	0	16	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	870	7	3	520	0	0	0	0	16	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	870	7	3	520	0	0	0	0	16	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	870	7	3	520	0	0	0	0	16	0	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	0.00	0.00	0.00	0.48	0.00	0.52
Final Sat.:	0	3670	30	1750	3800	0	0	0	0	848	0	902
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.14	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:		****								****		
Green Time:	0.0	39.0	39.0	39.0	39.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.33	0.33	0.00	0.19	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Delay/Veh:	0.0	3.1	3.1	2.3	2.7	0.0	0.0	0.0	0.0	18.9	0.0	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.1	3.1	2.3	2.7	0.0	0.0	0.0	0.0	18.9	0.0	18.9
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	3	3	0	1	0	0	0	0	1	0	1

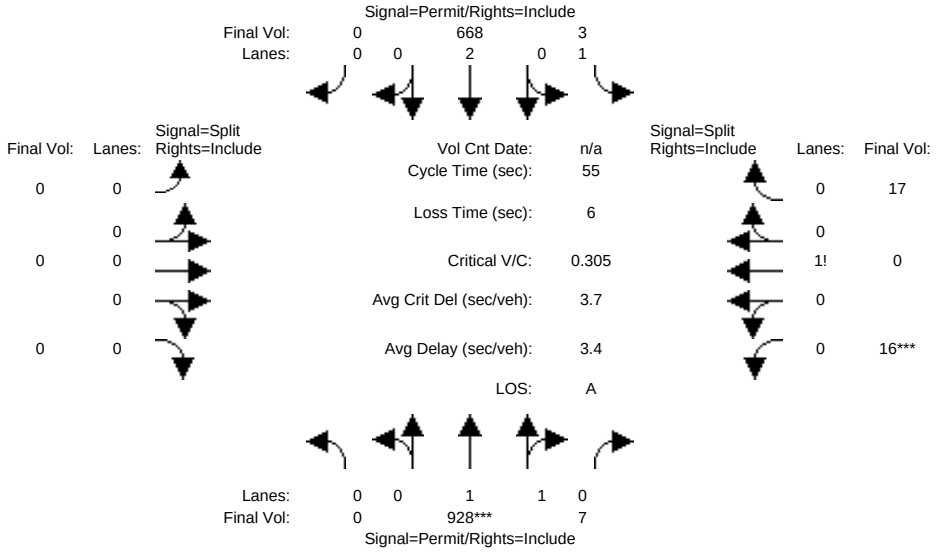
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3269: MERIDIAN/AUZERAIS



Street Name:	Meridian Avenue						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	870	7	3	520	0	0	0	0	16	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	870	7	3	520	0	0	0	0	16	0	17
Added Vol:	0	58	0	0	148	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	928	7	3	668	0	0	0	0	16	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	928	7	3	668	0	0	0	0	16	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	928	7	3	668	0	0	0	0	16	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	928	7	3	668	0	0	0	0	16	0	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	0.00	0.00	0.00	0.48	0.00	0.52
Final Sat.:	0	3672	28	1750	3800	0	0	0	0	848	0	902
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:		****								****		
Green Time:	0.0	39.0	39.0	39.0	39.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.36	0.36	0.00	0.25	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Delay/Veh:	0.0	3.2	3.2	2.3	2.9	0.0	0.0	0.0	0.0	18.9	0.0	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.2	3.2	2.3	2.9	0.0	0.0	0.0	0.0	18.9	0.0	18.9
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	3	3	0	2	0	0	0	0	1	0	1

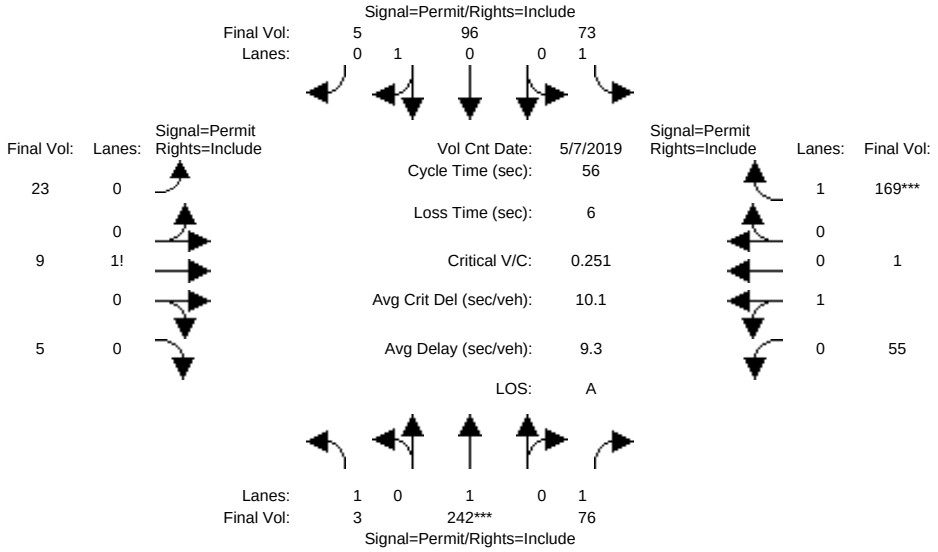
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3270: RACE/AUZERAIS



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 << 7:30 - 8:30												
Base Vol:	3	242	76	73	96	5	23	9	5	55	1	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	242	76	73	96	5	23	9	5	55	1	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	242	76	73	96	5	23	9	5	55	1	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	242	76	73	96	5	23	9	5	55	1	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	242	76	73	96	5	23	9	5	55	1	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	242	76	73	96	5	23	9	5	55	1	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.62	0.24	0.14	0.98	0.02	1.00
Final Sat.:	1750	1900	1750	1750	1711	89	1088	426	236	1768	32	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.04	0.04	0.06	0.06	0.02	0.02	0.02	0.03	0.03	0.10
Crit Moves:		****										****
Green Time:	28.4	28.4	28.4	28.4	28.4	28.4	21.6	21.6	21.6	21.6	21.6	21.6
Volume/Cap:	0.00	0.25	0.09	0.08	0.11	0.11	0.05	0.05	0.05	0.08	0.08	0.25
Delay/Veh:	6.8	8.4	7.3	7.3	7.4	7.4	11.0	11.0	11.0	11.2	11.2	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	8.4	7.3	7.3	7.4	7.4	11.0	11.0	11.0	11.2	11.2	12.6
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	2	1	1	1	1	0	0	0	1	1	2

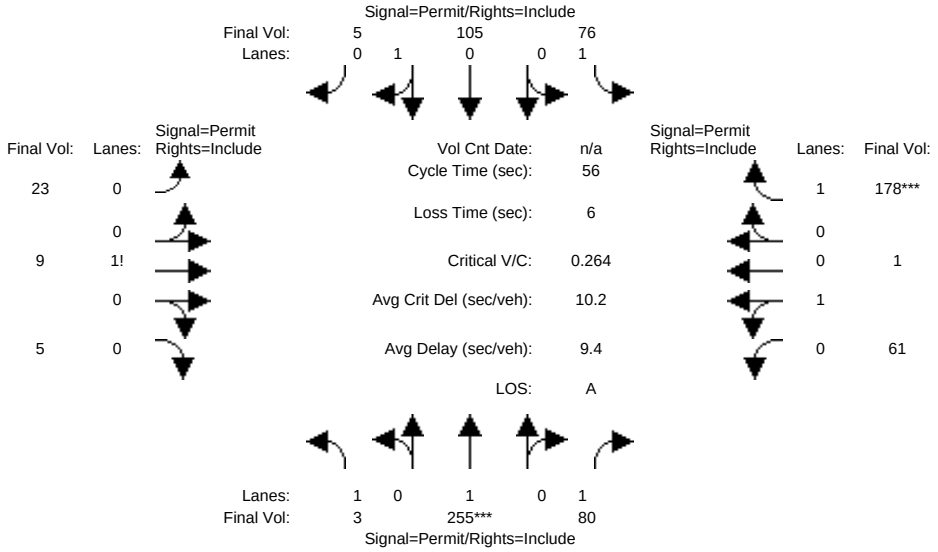
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3270: RACE/AUZERAIS



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	255	80	76	105	5	23	9	5	61	1	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	255	80	76	105	5	23	9	5	61	1	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	255	80	76	105	5	23	9	5	61	1	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	255	80	76	105	5	23	9	5	61	1	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	255	80	76	105	5	23	9	5	61	1	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	255	80	76	105	5	23	9	5	61	1	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.62	0.24	0.14	0.98	0.02	1.00
Final Sat.:	1750	1900	1750	1750	1718	82	1088	426	236	1771	29	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.05	0.04	0.06	0.06	0.02	0.02	0.02	0.03	0.03	0.10
Crit Moves:		****										****
Green Time:	28.4	28.4	28.4	28.4	28.4	28.4	21.6	21.6	21.6	21.6	21.6	21.6
Volume/Cap:	0.00	0.26	0.09	0.09	0.12	0.12	0.05	0.05	0.05	0.09	0.09	0.26
Delay/Veh:	6.8	8.5	7.3	7.3	7.5	7.5	11.0	11.0	11.0	11.2	11.2	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	8.5	7.3	7.3	7.5	7.5	11.0	11.0	11.0	11.2	11.2	12.7
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	3	1	1	1	1	0	0	0	1	1	2

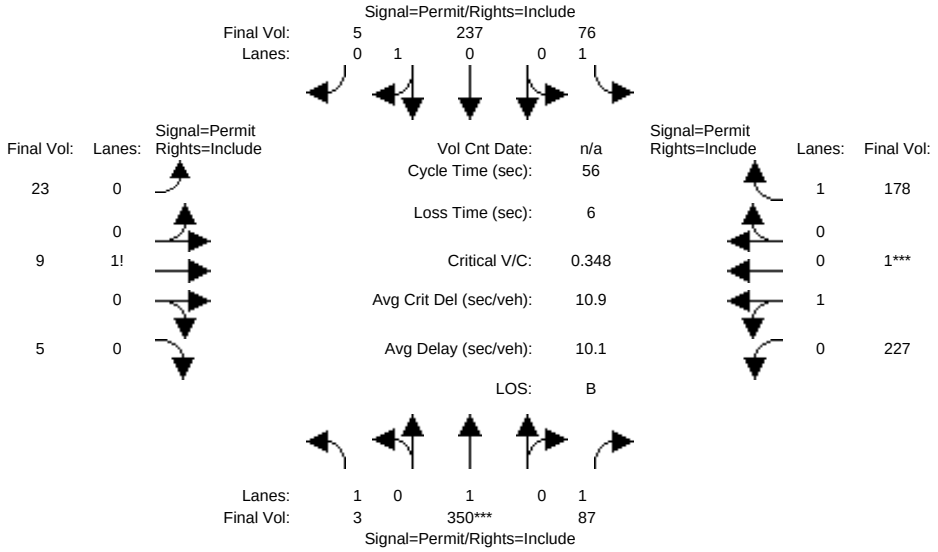
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3270: RACE/AUZERAIS



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	255	80	76	105	5	23	9	5	61	1	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	255	80	76	105	5	23	9	5	61	1	178
Added Vol:	0	95	7	0	132	0	0	0	0	166	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	350	87	76	237	5	23	9	5	227	1	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	350	87	76	237	5	23	9	5	227	1	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	350	87	76	237	5	23	9	5	227	1	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	350	87	76	237	5	23	9	5	227	1	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.62	0.24	0.14	0.99	0.01	1.00
Final Sat.:	1750	1900	1750	1750	1763	37	1088	426	236	1792	8	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.05	0.04	0.13	0.13	0.02	0.02	0.02	0.13	0.13	0.10
Crit Moves:		****									****	
Green Time:	29.6	29.6	29.6	29.6	29.6	29.6	20.4	20.4	20.4	20.4	20.4	20.4
Volume/Cap:	0.00	0.35	0.09	0.08	0.25	0.25	0.06	0.06	0.06	0.35	0.35	0.28
Delay/Veh:	6.2	8.6	6.7	6.7	7.8	7.8	11.8	11.8	11.8	14.4	14.4	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	8.6	6.7	6.7	7.8	7.8	11.8	11.8	11.8	14.4	14.4	13.7
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	4	1	1	2	2	0	0	0	3	3	2

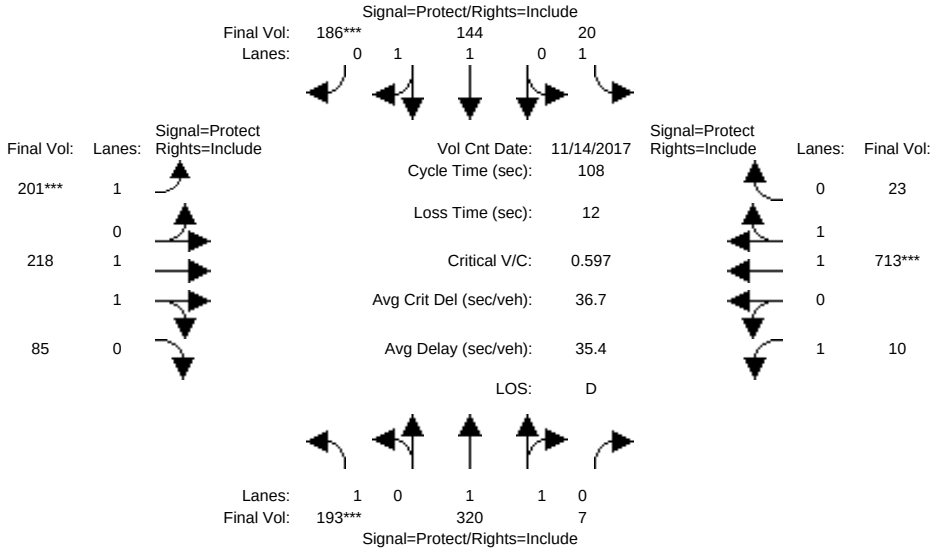
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3551: LEIGH/FRUITDALE



Street Name:	Leigh Avenue						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 <<												
Base Vol:	193	320	7	20	144	186	201	218	85	10	713	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	320	7	20	144	186	201	218	85	10	713	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	320	7	20	144	186	201	218	85	10	713	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	320	7	20	144	186	201	218	85	10	713	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	320	7	20	144	186	201	218	85	10	713	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	320	7	20	144	186	201	218	85	10	713	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.96	0.04	1.00	1.00	1.00	1.00	1.42	0.58	1.00	1.94	0.06
Final Sat.:	1750	3621	79	1750	1900	1750	1750	2661	1038	1750	3584	116
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.01	0.08	0.11	0.11	0.08	0.08	0.01	0.20	0.20
Crit Moves:	****					****	****				****	
Green Time:	20.0	23.1	23.1	16.1	19.2	19.2	20.8	33.4	33.4	23.4	36.0	36.0
Volume/Cap:	0.60	0.41	0.41	0.08	0.43	0.60	0.60	0.26	0.26	0.03	0.60	0.60
Delay/Veh:	43.4	37.0	37.0	39.6	39.8	42.6	42.7	28.2	28.2	33.4	30.8	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	37.0	37.0	39.6	39.8	42.6	42.7	28.2	28.2	33.4	30.8	30.8
LOS by Move:	D	D	D	D	D	D	D	C	C	C	C	C
HCM2kAvgQ:	7	5	5	1	5	7	7	4	4	0	10	10

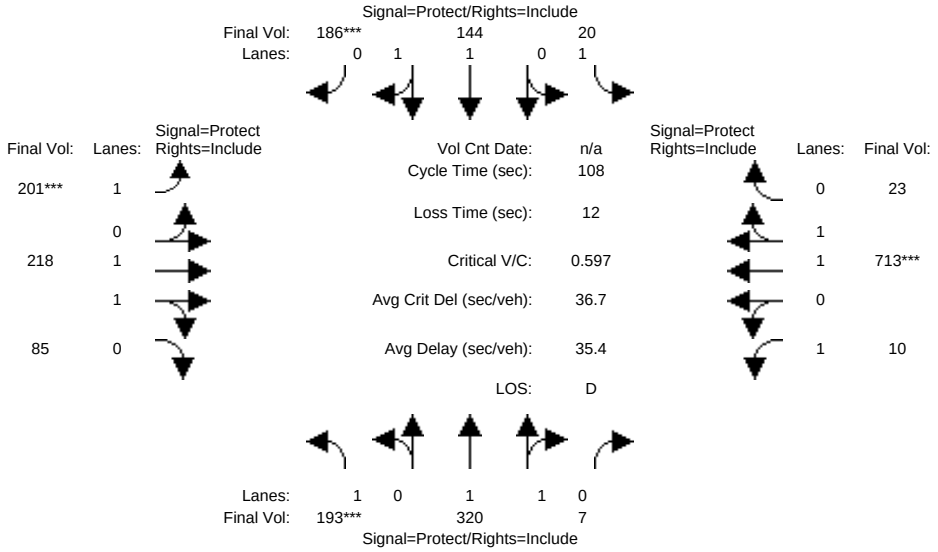
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3551: LEIGH/FRUITDALE



Street Name:	Leigh Avenue						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	320	7	20	144	186	201	218	85	10	713	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	320	7	20	144	186	201	218	85	10	713	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	320	7	20	144	186	201	218	85	10	713	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	320	7	20	144	186	201	218	85	10	713	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	320	7	20	144	186	201	218	85	10	713	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	320	7	20	144	186	201	218	85	10	713	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.96	0.04	1.00	1.00	1.00	1.00	1.42	0.58	1.00	1.94	0.06
Final Sat.:	1750	3621	79	1750	1900	1750	1750	2661	1038	1750	3584	116
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.01	0.08	0.11	0.11	0.08	0.08	0.01	0.20	0.20
Crit Moves:	****					****	****				****	
Green Time:	20.0	23.1	23.1	16.1	19.2	19.2	20.8	33.4	33.4	23.4	36.0	36.0
Volume/Cap:	0.60	0.41	0.41	0.08	0.43	0.60	0.60	0.26	0.26	0.03	0.60	0.60
Delay/Veh:	43.4	37.0	37.0	39.6	39.8	42.6	42.7	28.2	28.2	33.4	30.8	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	37.0	37.0	39.6	39.8	42.6	42.7	28.2	28.2	33.4	30.8	30.8
LOS by Move:	D	D	D	D	D	D	D	C	C	C	C	C
HCM2kAvgQ:	7	5	5	1	5	7	7	4	4	0	10	10

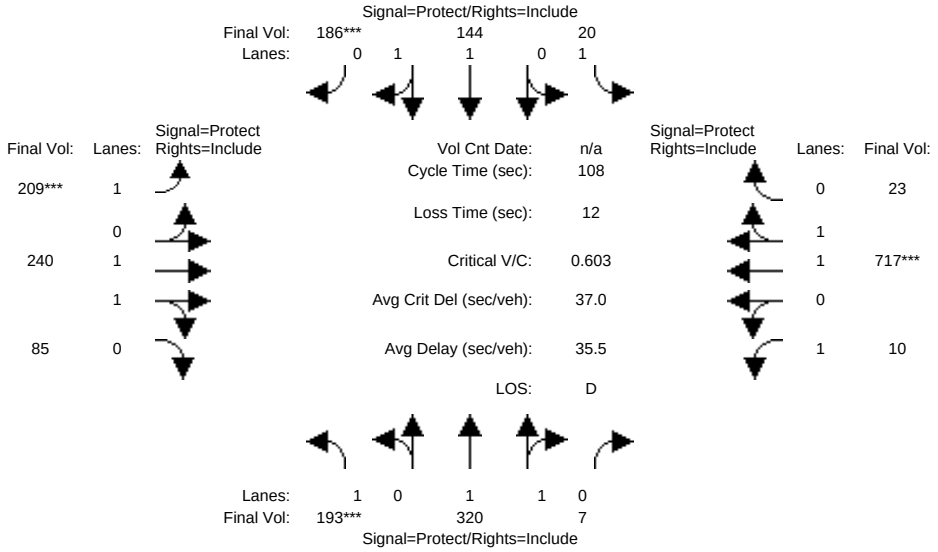
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3551: LEIGH/FRUITDALE



Street Name:	Leigh Avenue						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	320	7	20	144	186	201	218	85	10	713	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	320	7	20	144	186	201	218	85	10	713	23
Added Vol:	0	0	0	0	0	0	8	22	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	320	7	20	144	186	209	240	85	10	717	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	320	7	20	144	186	209	240	85	10	717	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	320	7	20	144	186	209	240	85	10	717	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	320	7	20	144	186	209	240	85	10	717	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.96	0.04	1.00	1.00	1.00	1.00	1.46	0.54	1.00	1.94	0.06
Final Sat.:	1750	3621	79	1750	1900	1750	1750	2732	967	1750	3585	115
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.01	0.08	0.11	0.12	0.09	0.09	0.01	0.20	0.20
Crit Moves:	****					****	****				****	
Green Time:	19.8	22.8	22.8	16.0	19.0	19.0	21.4	33.7	33.7	23.6	35.8	35.8
Volume/Cap:	0.60	0.42	0.42	0.08	0.43	0.60	0.60	0.28	0.28	0.03	0.60	0.60
Delay/Veh:	43.8	37.2	37.2	39.8	40.0	42.9	42.4	28.2	28.2	33.2	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	37.2	37.2	39.8	40.0	42.9	42.4	28.2	28.2	33.2	31.0	31.0
LOS by Move:	D	D	D	D	D	D	D	C	C	C	C	C
HCM2kAvgQ:	7	5	5	1	5	7	8	4	4	0	10	10

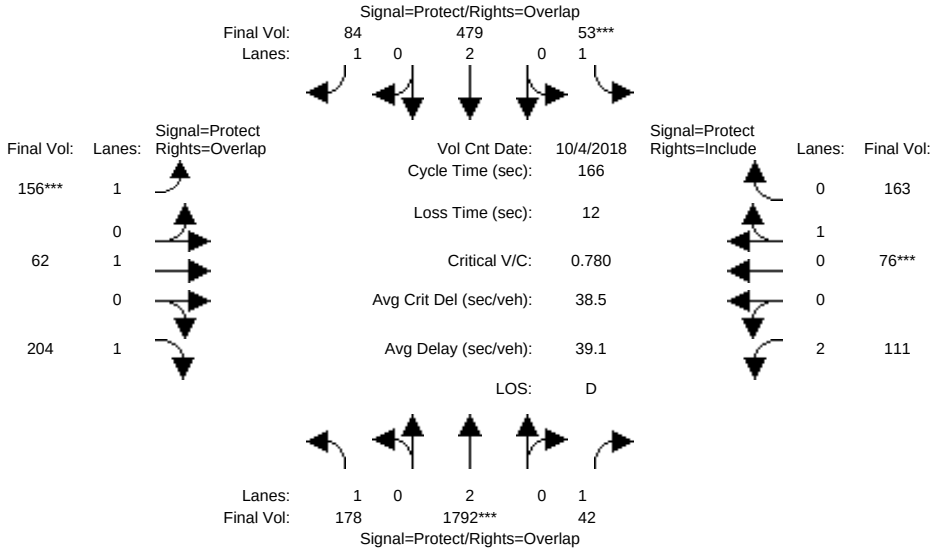
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3552: MERIDIAN/FRUITDALE



Street Name:	Meridian Avenue						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2018 <<												
Base Vol:	178	1792	42	53	479	84	156	62	204	111	76	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	1792	42	53	479	84	156	62	204	111	76	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	1792	42	53	479	84	156	62	204	111	76	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	1792	42	53	479	84	156	62	204	111	76	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	1792	42	53	479	84	156	62	204	111	76	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	1792	42	53	479	84	156	62	204	111	76	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	0.32	0.68
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	3150	572	1228
Capacity Analysis Module:												
Vol/Sat:	0.10	0.47	0.02	0.03	0.13	0.05	0.09	0.03	0.12	0.04	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	47.8	xxxx	119.3	7.0	59.2	78.1	18.9	27.7	75.4	19.4	28.1	28.1
Volume/Cap:	0.35	0.78	0.03	0.72	0.35	0.10	0.78	0.20	0.26	0.30	0.78	0.78
Delay/Veh:	47.3	26.7	6.7	107.2	39.5	24.5	89.6	59.9	28.1	67.6	78.4	78.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	26.7	6.7	107.2	39.5	24.5	89.6	59.9	28.1	67.6	78.4	78.4
LOS by Move:	D	C	A	F	D	C	F	E	C	E	E	E
HCM2kAvgQ:	7	34	1	4	9	2	9	3	7	3	14	14

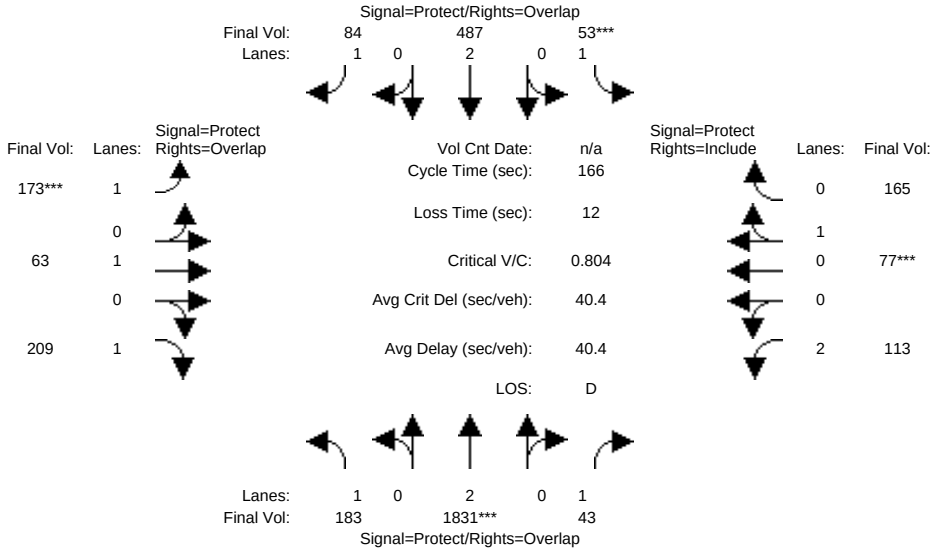
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3552: MERIDIAN/FRUITDALE



Street Name:	Meridian Avenue						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	183	1831	43	53	487	84	173	63	209	113	77	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1831	43	53	487	84	173	63	209	113	77	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1831	43	53	487	84	173	63	209	113	77	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	1831	43	53	487	84	173	63	209	113	77	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1831	43	53	487	84	173	63	209	113	77	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	1831	43	53	487	84	173	63	209	113	77	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	0.32	0.68
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	3150	573	1227
Capacity Analysis Module:												
Vol/Sat:	0.10	0.48	0.02	0.03	0.13	0.05	0.10	0.03	0.12	0.04	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	47.6	99.0	118.8	7.0	58.4	78.7	20.3	28.2	75.9	19.7	27.6	27.6
Volume/Cap:	0.36	0.81	0.03	0.72	0.36	0.10	0.81	0.20	0.26	0.30	0.81	0.81
Delay/Veh:	47.6	28.3	6.9	107.2	40.2	24.2	90.8	59.4	28.0	67.3	81.5	81.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	28.3	6.9	107.2	40.2	24.2	90.8	59.4	28.0	67.3	81.5	81.5
LOS by Move:	D	C	A	F	D	C	F	E	C	E	F	F
HCM2kAvgQ:	8	36	1	4	9	2	10	3	7	3	14	14

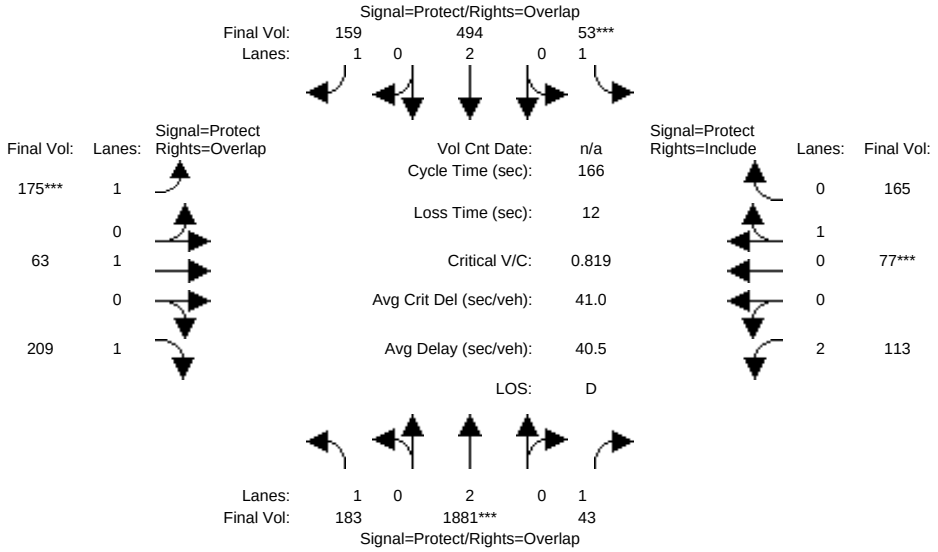
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3552: MERIDIAN/FRUITDALE



Street Name:	Meridian Avenue						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	183	1831	43	53	487	84	173	63	209	113	77	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1831	43	53	487	84	173	63	209	113	77	165
Added Vol:	0	50	0	0	7	75	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1881	43	53	494	159	175	63	209	113	77	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	1881	43	53	494	159	175	63	209	113	77	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1881	43	53	494	159	175	63	209	113	77	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	1881	43	53	494	159	175	63	209	113	77	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	0.32	0.68
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	3150	573	1227
Capacity Analysis Module:												
Vol/Sat:	0.10	0.50	0.02	0.03	0.13	0.09	0.10	0.03	0.12	0.04	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	47.6	99.8	119.2	7.0	59.2	79.3	20.2	27.8	75.4	19.5	27.1	27.1
Volume/Cap:	0.36	0.82	0.03	0.72	0.36	0.19	0.82	0.20	0.26	0.31	0.82	0.82
Delay/Veh:	47.6	28.7	6.8	107.2	39.7	25.0	93.4	59.8	28.3	67.6	84.1	84.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	28.7	6.8	107.2	39.7	25.0	93.4	59.8	28.3	67.6	84.1	84.1
LOS by Move:	D	C	A	F	D	C	F	E	C	E	F	F
HCM2kAvgQ:	8	37	1	4	9	5	10	3	7	3	15	15

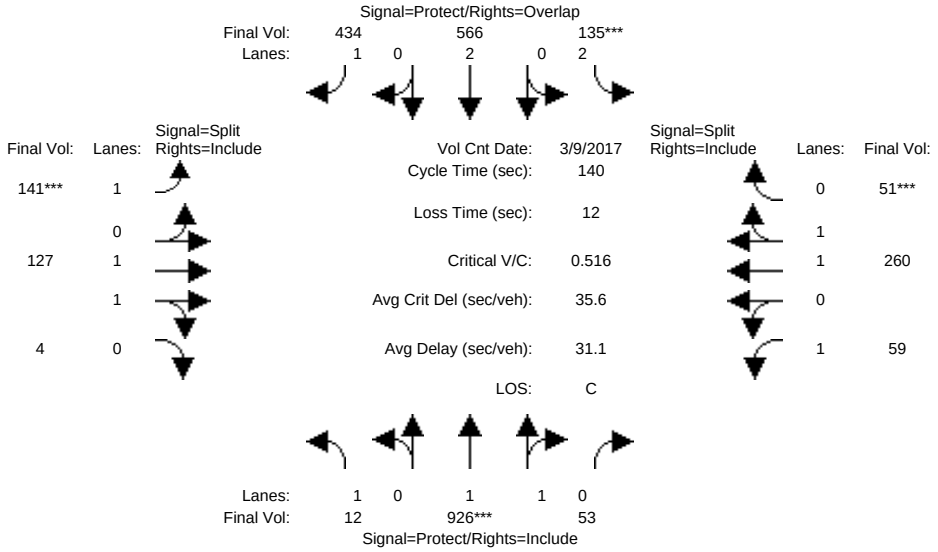
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3553: SOUTHWEST/FRUITDALE



Street Name:	Southwest Expressway						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Mar 2017 <<												
Base Vol:	12	926	53	135	566	434	141	127	4	59	260	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	926	53	135	566	434	141	127	4	59	260	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	926	53	135	566	434	141	127	4	59	260	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	926	53	135	566	434	141	127	4	59	260	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	926	53	135	566	434	141	127	4	59	260	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	926	53	135	566	434	141	127	4	59	260	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.89	0.11	2.00	2.00	1.00	1.00	1.94	0.06	1.00	1.66	0.34
Final Sat.:	1750	3500	200	3150	3800	1750	1750	3587	113	1750	3093	607
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.04	0.15	0.25	0.08	0.04	0.04	0.03	0.08	0.08
Crit Moves:		****		****			****					****
Green Time:	19.2	71.7	71.7	11.6	64.2	86.0	21.8	21.8	21.8	22.8	22.8	22.8
Volume/Cap:	0.05	0.52	0.52	0.52	0.32	0.40	0.52	0.23	0.23	0.21	0.52	0.52
Delay/Veh:	52.6	22.9	22.9	63.3	24.2	14.1	55.9	51.9	51.9	51.1	54.3	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	22.9	22.9	63.3	24.2	14.1	55.9	51.9	51.9	51.1	54.3	54.3
LOS by Move:	D	C	C	E	C	B	E	D	D	D	D	D
HCM2kAvgQ:	0	14	14	4	7	10	6	2	2	2	6	6

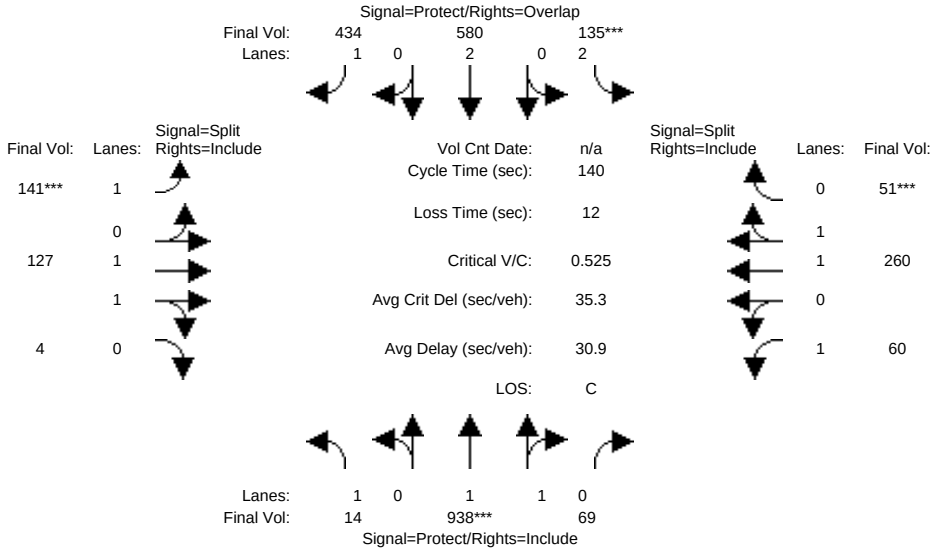
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3553: SOUTHWEST/FRUITDALE



Street Name:	Southwest Expressway						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	938	69	135	580	434	141	127	4	60	260	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	938	69	135	580	434	141	127	4	60	260	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	938	69	135	580	434	141	127	4	60	260	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	938	69	135	580	434	141	127	4	60	260	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	938	69	135	580	434	141	127	4	60	260	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	938	69	135	580	434	141	127	4	60	260	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.86	0.14	2.00	2.00	1.00	1.00	1.94	0.06	1.00	1.66	0.34
Final Sat.:	1750	3446	254	3150	3800	1750	1750	3587	113	1750	3093	607
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.04	0.15	0.25	0.08	0.04	0.04	0.03	0.08	0.08
Crit Moves:		****		****			****					****
Green Time:	19.3	72.6	72.6	11.4	64.7	86.2	21.5	21.5	21.5	22.4	22.4	22.4
Volume/Cap:	0.06	0.52	0.52	0.52	0.33	0.40	0.52	0.23	0.23	0.21	0.52	0.52
Delay/Veh:	52.5	22.5	22.5	63.7	24.0	14.0	56.4	52.2	52.2	51.5	54.8	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	22.5	22.5	63.7	24.0	14.0	56.4	52.2	52.2	51.5	54.8	54.8
LOS by Move:	D	C	C	E	C	B	E	D	D	D	D	D
HCM2kAvgQ:	1	14	14	4	8	10	6	2	2	2	6	6

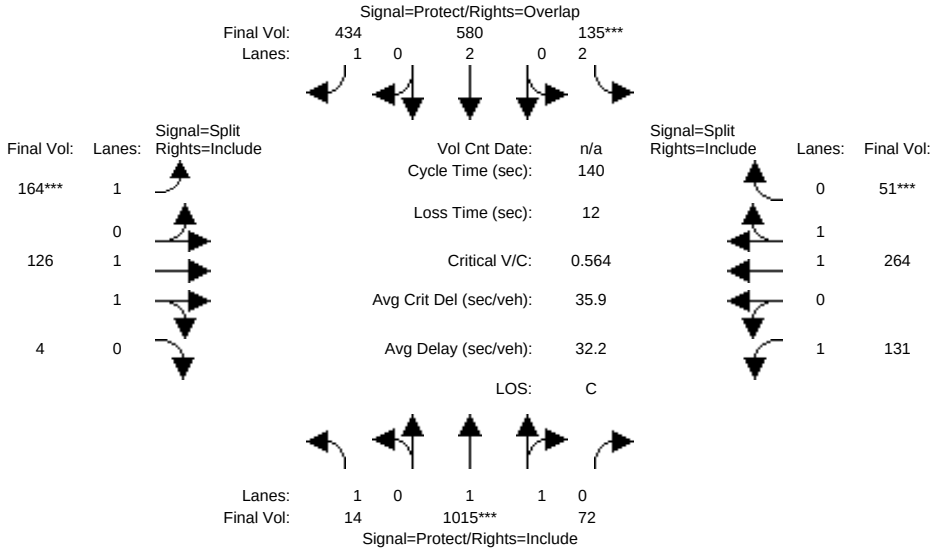
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3553: SOUTHWEST/FRUITDALE



Street Name:	Southwest Expressway						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	938	69	135	580	434	141	127	4	60	260	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	938	69	135	580	434	141	127	4	60	260	51
Added Vol:	0	77	3	0	0	0	23	-1	0	71	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1015	72	135	580	434	164	126	4	131	264	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1015	72	135	580	434	164	126	4	131	264	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1015	72	135	580	434	164	126	4	131	264	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1015	72	135	580	434	164	126	4	131	264	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.86	0.14	2.00	2.00	1.00	1.00	1.94	0.06	1.00	1.67	0.33
Final Sat.:	1750	3455	245	3150	3800	1750	1750	3586	114	1750	3101	599
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.04	0.15	0.25	0.09	0.04	0.04	0.07	0.09	0.09
Crit Moves:		****		****			****					****
Green Time:	20.5	72.9	72.9	10.6	63.1	86.4	23.3	23.3	23.3	21.1	21.1	21.1
Volume/Cap:	0.05	0.56	0.56	0.56	0.34	0.40	0.56	0.21	0.21	0.50	0.56	0.56
Delay/Veh:	51.5	23.1	23.1	65.5	25.0	13.9	56.2	50.6	50.6	56.0	56.5	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	23.1	23.1	65.5	25.0	13.9	56.2	50.6	50.6	56.0	56.5	56.5
LOS by Move:	D	C	C	E	C	B	E	D	D	E	E	E
HCM2kAvgQ:	1	16	16	4	8	10	7	2	2	5	6	6

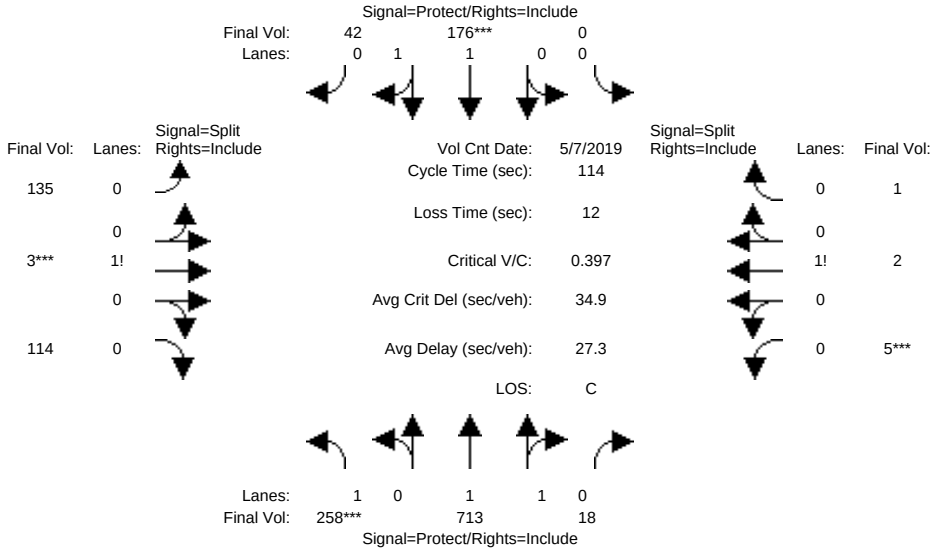
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3651: LINCOLN/PARKMOOR



Street Name:	Lincoln Avenue						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 << 7:45 - 8:45												
Base Vol:	258	713	18	0	176	42	135	3	114	5	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	713	18	0	176	42	135	3	114	5	2	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	713	18	0	176	42	135	3	114	5	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	713	18	0	176	42	135	3	114	5	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	713	18	0	176	42	135	3	114	5	2	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	713	18	0	176	42	135	3	114	5	2	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	0.00	1.60	0.40	0.54	0.01	0.45	0.62	0.25	0.13
Final Sat.:	1750	3609	91	0	2987	713	938	21	792	1094	438	219
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.00	0.06	0.06	0.14	0.14	0.14	0.00	0.00	0.00
Crit Moves:	****				****			****			****	
Green Time:	38.7	54.2	54.2	0.0	15.5	15.5	37.8	37.8	37.8	10.0	10.0	10.0
Volume/Cap:	0.43	0.42	0.42	0.00	0.43	0.43	0.43	0.43	0.43	0.05	0.05	0.05
Delay/Veh:	29.7	19.7	19.7	0.0	45.8	45.8	30.3	30.3	30.3	47.8	47.8	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	19.7	19.7	0.0	45.8	45.8	30.3	30.3	30.3	47.8	47.8	47.8
LOS by Move:	C	B	B	A	D	D	C	C	C	D	D	D
HCM2kAvgQ:	7	8	8	0	4	4	7	7	7	0	0	0

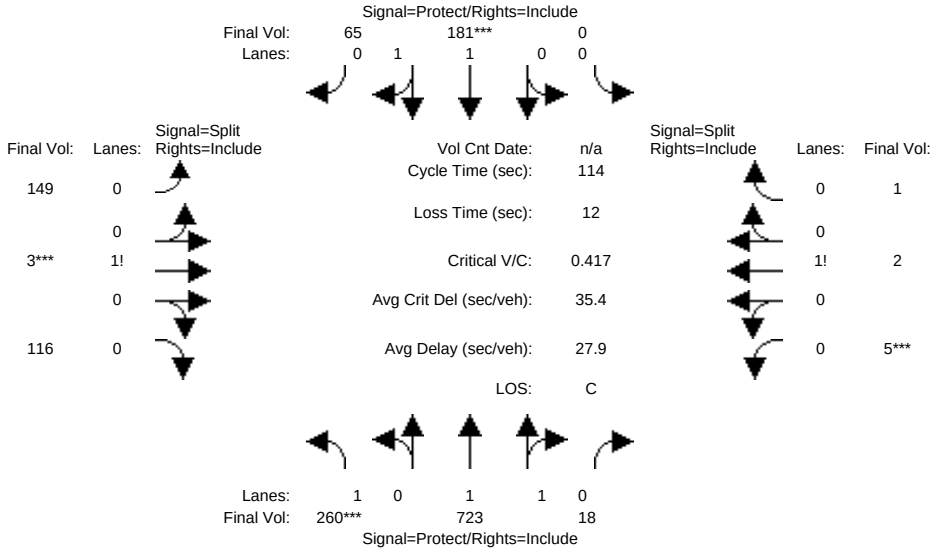
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3651: LINCOLN/PARKMOOR



Street Name:	Lincoln Avenue						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	723	18	0	181	65	149	3	116	5	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	723	18	0	181	65	149	3	116	5	2	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	723	18	0	181	65	149	3	116	5	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	723	18	0	181	65	149	3	116	5	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	723	18	0	181	65	149	3	116	5	2	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	723	18	0	181	65	149	3	116	5	2	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	0.00	1.46	0.54	0.56	0.01	0.43	0.62	0.25	0.13
Final Sat.:	1750	3610	90	0	2722	977	973	20	757	1094	438	219
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.00	0.07	0.07	0.15	0.15	0.15	0.00	0.00	0.00
Crit Moves:	****				****			****			****	
Green Time:	37.1	53.7	53.7	0.0	16.6	16.6	38.3	38.3	38.3	10.0	10.0	10.0
Volume/Cap:	0.46	0.42	0.42	0.00	0.46	0.46	0.46	0.46	0.46	0.05	0.05	0.05
Delay/Veh:	31.0	20.1	20.1	0.0	45.2	45.2	30.3	30.3	30.3	47.8	47.8	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	20.1	20.1	0.0	45.2	45.2	30.3	30.3	30.3	47.8	47.8	47.8
LOS by Move:	C	C	C	A	D	D	C	C	C	D	D	D
HCM2kAvgQ:	7	8	8	0	4	4	8	8	8	0	0	0

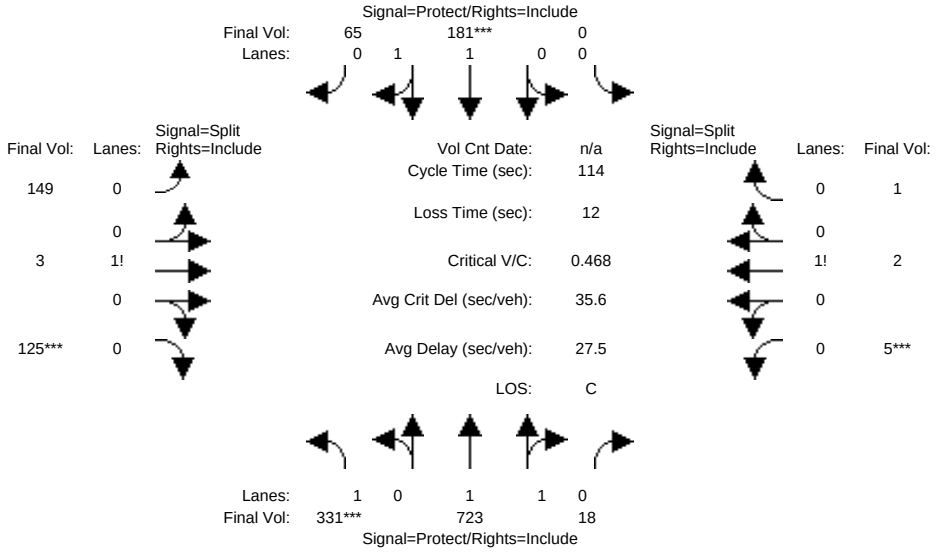
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3651: LINCOLN/PARKMOOR



Street Name:	Lincoln Avenue						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	723	18	0	181	65	149	3	116	5	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	723	18	0	181	65	149	3	116	5	2	1
Added Vol:	71	0	0	0	0	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	723	18	0	181	65	149	3	125	5	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	331	723	18	0	181	65	149	3	125	5	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	723	18	0	181	65	149	3	125	5	2	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	723	18	0	181	65	149	3	125	5	2	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	0.00	1.46	0.54	0.54	0.01	0.45	0.62	0.25	0.13
Final Sat.:	1750	3610	90	0	2722	977	941	19	790	1094	438	219
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.20	0.00	0.07	0.07	0.16	0.16	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****	****		
Green Time:	42.0	56.8	56.8	0.0	14.8	14.8	35.2	35.2	35.2	10.0	10.0	10.0
Volume/Cap:	0.51	0.40	0.40	0.00	0.51	0.51	0.51	0.51	0.51	0.05	0.05	0.05
Delay/Veh:	28.7	18.1	18.1	0.0	47.2	47.2	33.2	33.2	33.2	47.8	47.8	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	18.1	18.1	0.0	47.2	47.2	33.2	33.2	33.2	47.8	47.8	47.8
LOS by Move:	C	B	B	A	D	D	C	C	C	D	D	D
HCM2kAvgQ:	9	8	8	0	4	4	8	8	8	0	0	0

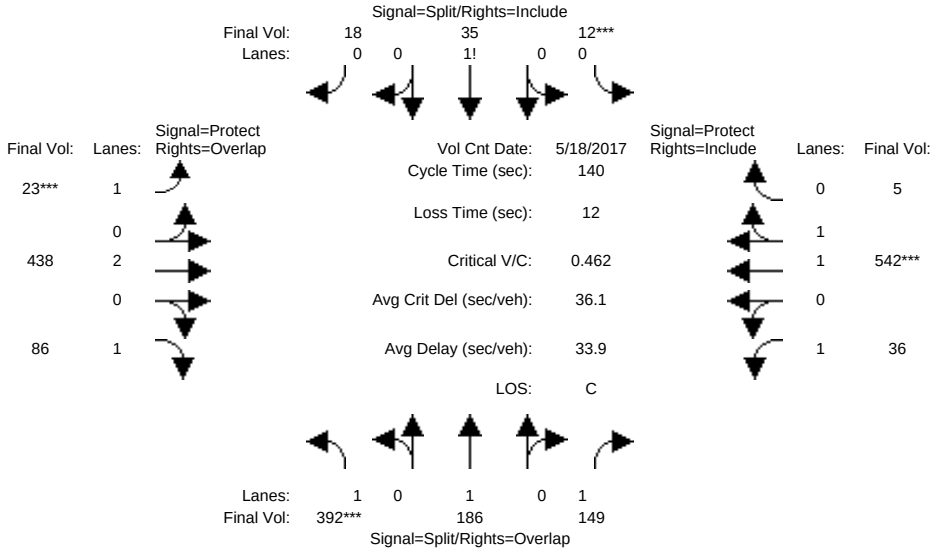
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3653: LINCOLN/SAN CARLOS



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2017 <<												
Base Vol:	392	186	149	12	35	18	23	438	86	36	542	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	186	149	12	35	18	23	438	86	36	542	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	392	186	149	12	35	18	23	438	86	36	542	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	186	149	12	35	18	23	438	86	36	542	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	186	149	12	35	18	23	438	86	36	542	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	186	149	12	35	18	23	438	86	36	542	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.18	0.54	0.28	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	1750	1900	1750	323	942	485	1750	3800	1750	1750	3666	34
Capacity Analysis Module:												
Vol/Sat:	0.22	0.10	0.09	0.04	0.04	0.04	0.01	0.12	0.05	0.02	0.15	0.15
Crit Moves:	****			****			****				****	
Green Time:	66.3	66.3	81.6	11.0	11.0	11.0	7.0	35.4	101.7	15.4	43.7	43.7
Volume/Cap:	0.47	0.21	0.15	0.47	0.47	0.47	0.26	0.46	0.07	0.19	0.47	0.47
Delay/Veh:	25.4	21.6	13.4	64.3	64.3	64.3	65.6	44.5	5.5	57.1	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	21.6	13.4	64.3	64.3	64.3	65.6	44.5	5.5	57.1	39.1	39.1
LOS by Move:	C	C	B	E	E	E	E	D	A	E	D	D
HCM2kAvgQ:	12	4	3	3	3	3	1	8	1	2	10	10

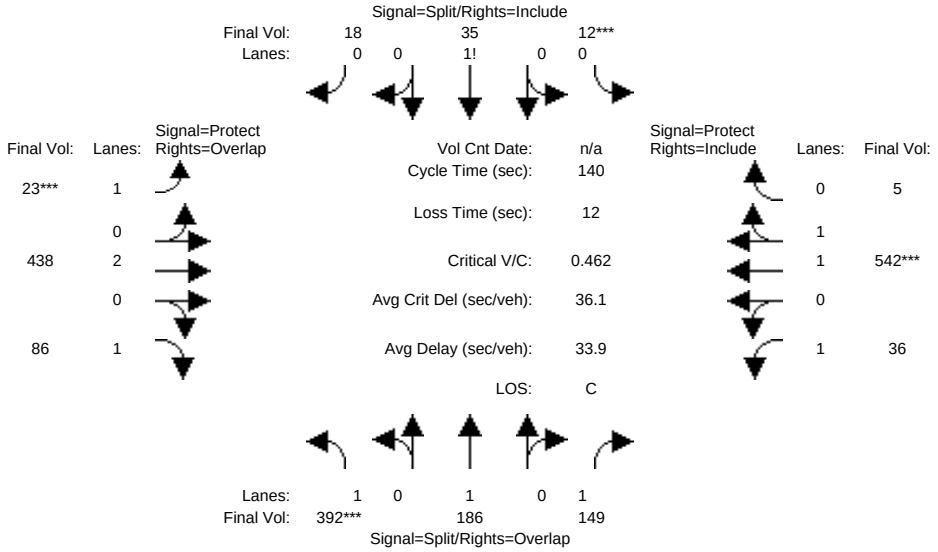
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3653: LINCOLN/SAN CARLOS



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	392	186	149	12	35	18	23	438	86	36	542	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	186	149	12	35	18	23	438	86	36	542	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	392	186	149	12	35	18	23	438	86	36	542	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	186	149	12	35	18	23	438	86	36	542	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	186	149	12	35	18	23	438	86	36	542	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	186	149	12	35	18	23	438	86	36	542	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.18	0.54	0.28	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	1750	1900	1750	323	942	485	1750	3800	1750	1750	3666	34
Capacity Analysis Module:												
Vol/Sat:	0.22	0.10	0.09	0.04	0.04	0.04	0.01	0.12	0.05	0.02	0.15	0.15
Crit Moves:	****			****			****				****	
Green Time:	66.3	66.3	81.6	11.0	11.0	11.0	7.0	35.4	101.7	15.4	43.7	43.7
Volume/Cap:	0.47	0.21	0.15	0.47	0.47	0.47	0.26	0.46	0.07	0.19	0.47	0.47
Delay/Veh:	25.4	21.6	13.4	64.3	64.3	64.3	65.6	44.5	5.5	57.1	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	21.6	13.4	64.3	64.3	64.3	65.6	44.5	5.5	57.1	39.1	39.1
LOS by Move:	C	C	B	E	E	E	E	D	A	E	D	D
HCM2kAvgQ:	12	4	3	3	3	3	1	8	1	2	10	10

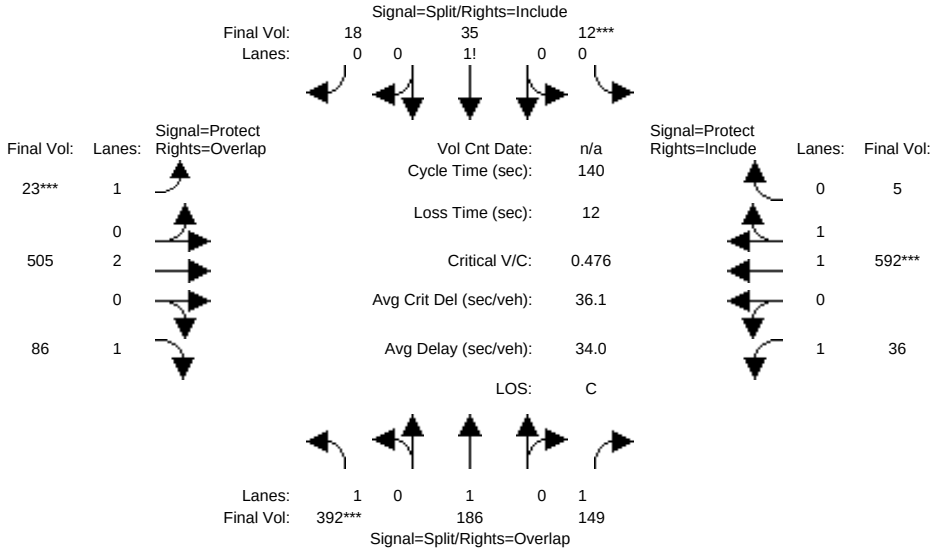
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3653: LINCOLN/SAN CARLOS



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	392	186	149	12	35	18	23	438	86	36	542	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	186	149	12	35	18	23	438	86	36	542	5
Added Vol:	0	0	0	0	0	0	0	67	0	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	392	186	149	12	35	18	23	505	86	36	592	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	186	149	12	35	18	23	505	86	36	592	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	186	149	12	35	18	23	505	86	36	592	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	186	149	12	35	18	23	505	86	36	592	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.18	0.54	0.28	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	1750	1900	1750	323	942	485	1750	3800	1750	1750	3669	31
Capacity Analysis Module:												
Vol/Sat:	0.22	0.10	0.09	0.04	0.04	0.04	0.01	0.13	0.05	0.02	0.16	0.16
Crit Moves:	****			****			****				****	
Green Time:	64.2	64.2	78.7	10.6	10.6	10.6	7.0	38.7	102.8	14.5	46.2	46.2
Volume/Cap:	0.49	0.21	0.15	0.49	0.49	0.49	0.26	0.48	0.07	0.20	0.49	0.49
Delay/Veh:	26.9	22.9	14.7	64.9	64.9	64.9	65.6	42.6	5.2	57.9	37.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	22.9	14.7	64.9	64.9	64.9	65.6	42.6	5.2	57.9	37.8	37.8
LOS by Move:	C	C	B	E	E	E	E	D	A	E	D	D
HCM2kAvgQ:	12	5	3	4	4	4	1	9	1	2	10	10

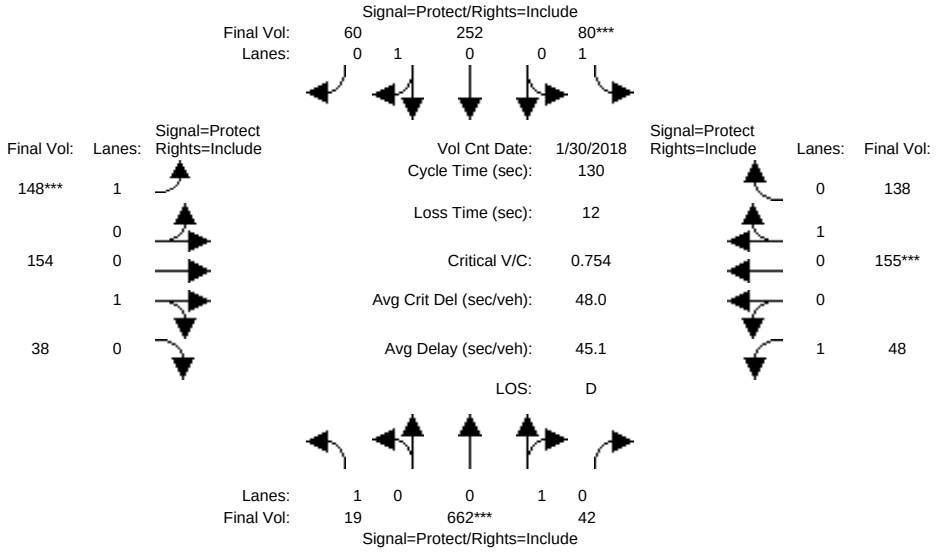
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3654: LINCOLN/WILLOW



Street Name:	Lincoln Avenue						Willow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Jan 2018 <<												
Base Vol:	19	662	42	80	252	60	148	154	38	48	155	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	662	42	80	252	60	148	154	38	48	155	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	662	42	80	252	60	148	154	38	48	155	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	662	42	80	252	60	148	154	38	48	155	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	662	42	80	252	60	148	154	38	48	155	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	662	42	80	252	60	148	154	38	48	155	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.81	0.19	1.00	0.80	0.20	1.00	0.53	0.47
Final Sat.:	1750	1693	107	1750	1454	346	1750	1444	356	1750	952	848
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.39	0.05	0.17	0.17	0.08	0.11	0.11	0.03	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	23.4	66.2	66.2	10.0	52.7	52.7	14.3	27.8	27.8	14.0	27.5	27.5
Volume/Cap:	0.06	0.77	0.77	0.59	0.43	0.43	0.77	0.50	0.50	0.25	0.77	0.77
Delay/Veh:	44.5	31.9	31.9	75.9	29.6	29.6	81.3	49.5	49.5	56.4	62.1	62.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	31.9	31.9	75.9	29.6	29.6	81.3	49.5	49.5	56.4	62.1	62.1
LOS by Move:	D	C	C	E	C	C	F	D	D	E	E	E
HCM2kAvgQ:	1	25	25	4	9	9	7	7	7	2	13	13

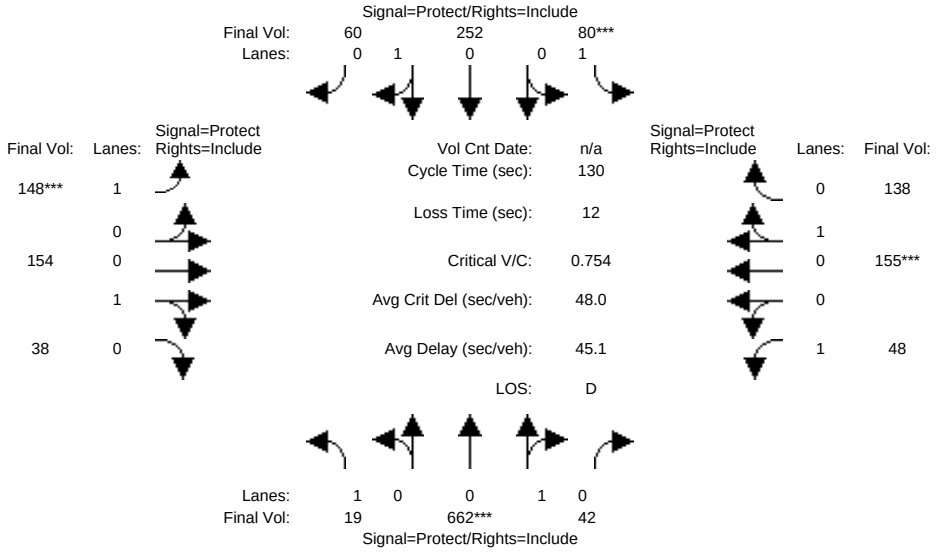
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3654: LINCOLN/WILLOW



Street Name:	Lincoln Avenue						Willow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	662	42	80	252	60	148	154	38	48	155	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	662	42	80	252	60	148	154	38	48	155	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	662	42	80	252	60	148	154	38	48	155	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	662	42	80	252	60	148	154	38	48	155	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	662	42	80	252	60	148	154	38	48	155	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	662	42	80	252	60	148	154	38	48	155	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.81	0.19	1.00	0.80	0.20	1.00	0.53	0.47
Final Sat.:	1750	1693	107	1750	1454	346	1750	1444	356	1750	952	848
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.39	0.05	0.17	0.17	0.08	0.11	0.11	0.03	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	23.4	66.2	66.2	10.0	52.7	52.7	14.3	27.8	27.8	14.0	27.5	27.5
Volume/Cap:	0.06	0.77	0.77	0.59	0.43	0.43	0.77	0.50	0.50	0.25	0.77	0.77
Delay/Veh:	44.5	31.9	31.9	75.9	29.6	29.6	81.3	49.5	49.5	56.4	62.1	62.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	31.9	31.9	75.9	29.6	29.6	81.3	49.5	49.5	56.4	62.1	62.1
LOS by Move:	D	C	C	E	C	C	F	D	D	E	E	E
HCM2kAvgQ:	1	25	25	4	9	9	7	7	7	2	13	13

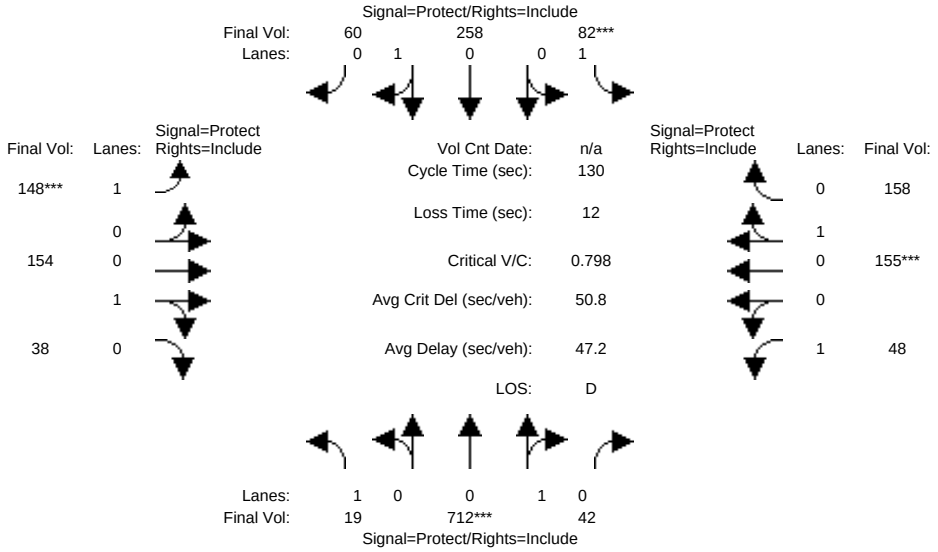
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3654: LINCOLN/WILLOW



Street Name:	Lincoln Avenue						Willow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	662	42	80	252	60	148	154	38	48	155	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	662	42	80	252	60	148	154	38	48	155	138
Added Vol:	0	50	0	2	6	0	0	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	712	42	82	258	60	148	154	38	48	155	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	712	42	82	258	60	148	154	38	48	155	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	712	42	82	258	60	148	154	38	48	155	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	712	42	82	258	60	148	154	38	48	155	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.81	0.19	1.00	0.80	0.20	1.00	0.50	0.50
Final Sat.:	1750	1700	100	1750	1460	340	1750	1444	356	1750	891	909
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.05	0.18	0.18	0.08	0.11	0.11	0.03	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	23.3	66.8	66.8	10.0	53.5	53.5	13.5	27.4	27.4	13.8	27.7	27.7
Volume/Cap:	0.06	0.82	0.82	0.61	0.43	0.43	0.82	0.51	0.51	0.26	0.82	0.82
Delay/Veh:	44.6	34.3	34.3	76.9	29.2	29.2	88.7	50.1	50.1	56.7	65.9	65.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	34.3	34.3	76.9	29.2	29.2	88.7	50.1	50.1	56.7	65.9	65.9
LOS by Move:	D	C	C	E	C	C	F	D	D	E	E	E
HCM2kAvgQ:	1	28	28	4	9	9	7	7	7	2	15	15

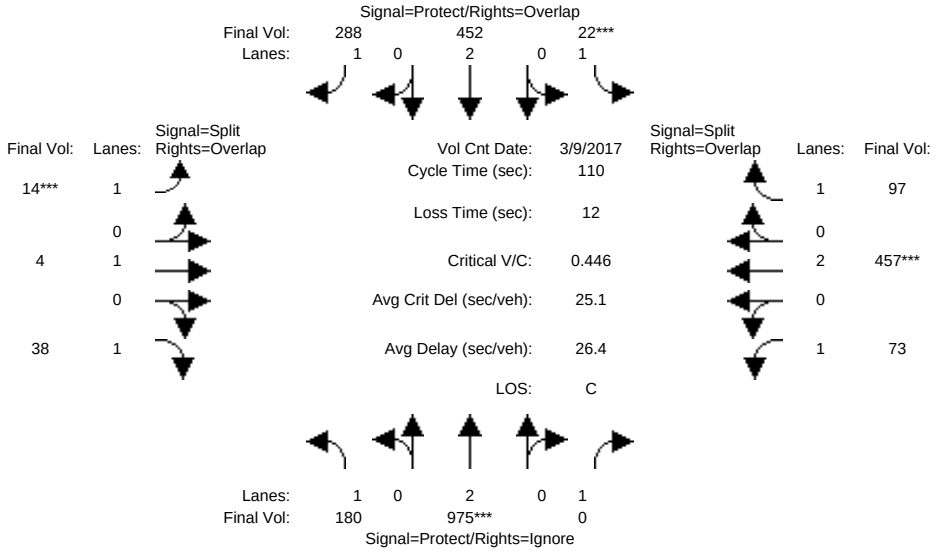
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3690: MERIDIAN/PARKMOOR



Street Name:	Meridian Avenue						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Mar 2017 <<												
Base Vol:	180	975	235	22	452	288	14	4	38	73	457	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	975	235	22	452	288	14	4	38	73	457	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	975	235	22	452	288	14	4	38	73	457	97
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	975	0	22	452	288	14	4	38	73	457	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	975	0	22	452	288	14	4	38	73	457	97
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	975	0	22	452	288	14	4	38	73	457	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.00	0.01	0.12	0.16	0.01	0.00	0.02	0.04	0.12	0.06
Crit Moves:		****		****			****				****	
Green Time:	24.6	55.2	0.0	7.0	37.5	47.5	10.0	10.0	34.6	25.8	25.8	32.8
Volume/Cap:	0.46	0.51	0.00	0.20	0.35	0.38	0.09	0.02	0.07	0.18	0.51	0.19
Delay/Veh:	37.8	18.6	0.0	49.7	27.3	21.6	46.1	45.6	26.4	33.8	37.1	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	18.6	0.0	49.7	27.3	21.6	46.1	45.6	26.4	33.8	37.1	28.8
LOS by Move:	D	B	A	D	C	C	D	D	C	C	D	C
HCM2kAvgQ:	6	11	0	1	6	7	1	0	1	2	7	3

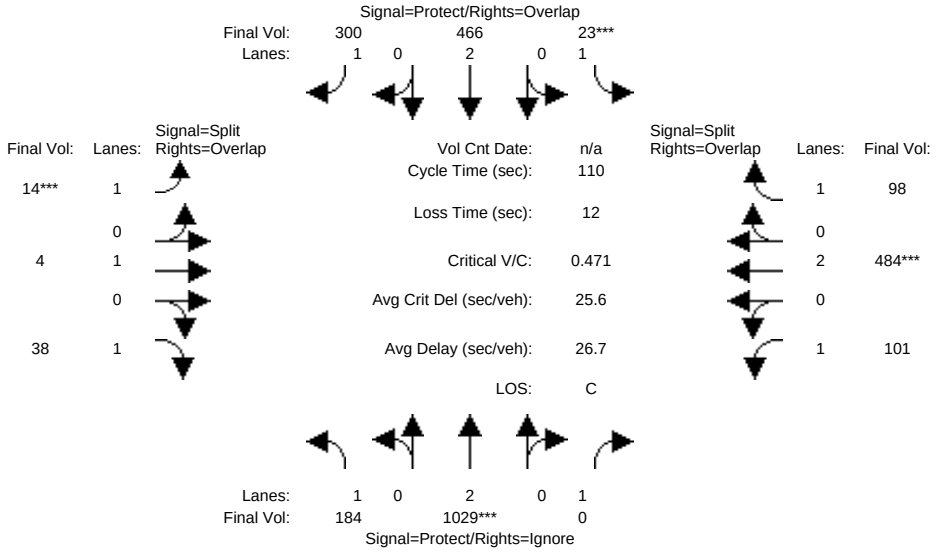
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3690: MERIDIAN/PARKMOOR



Street Name:	Meridian Avenue						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	184	1029	254	23	466	300	14	4	38	101	484	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	1029	254	23	466	300	14	4	38	101	484	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	1029	254	23	466	300	14	4	38	101	484	98
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	1029	0	23	466	300	14	4	38	101	484	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1029	0	23	466	300	14	4	38	101	484	98
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	1029	0	23	466	300	14	4	38	101	484	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.00	0.01	0.12	0.17	0.01	0.00	0.02	0.06	0.13	0.06
Crit Moves:		****		****			****				****	
Green Time:	24.3	55.1	0.0	7.0	37.8	47.8	10.0	10.0	34.3	25.9	25.9	32.9
Volume/Cap:	0.48	0.54	0.00	0.21	0.36	0.39	0.09	0.02	0.07	0.25	0.54	0.19
Delay/Veh:	38.2	19.1	0.0	49.8	27.2	21.6	46.1	45.6	26.7	34.4	37.5	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	19.1	0.0	49.8	27.2	21.6	46.1	45.6	26.7	34.4	37.5	28.8
LOS by Move:	D	B	A	D	C	C	D	D	C	C	D	C
HCM2kAvgQ:	6	12	0	1	6	7	1	0	1	3	7	3

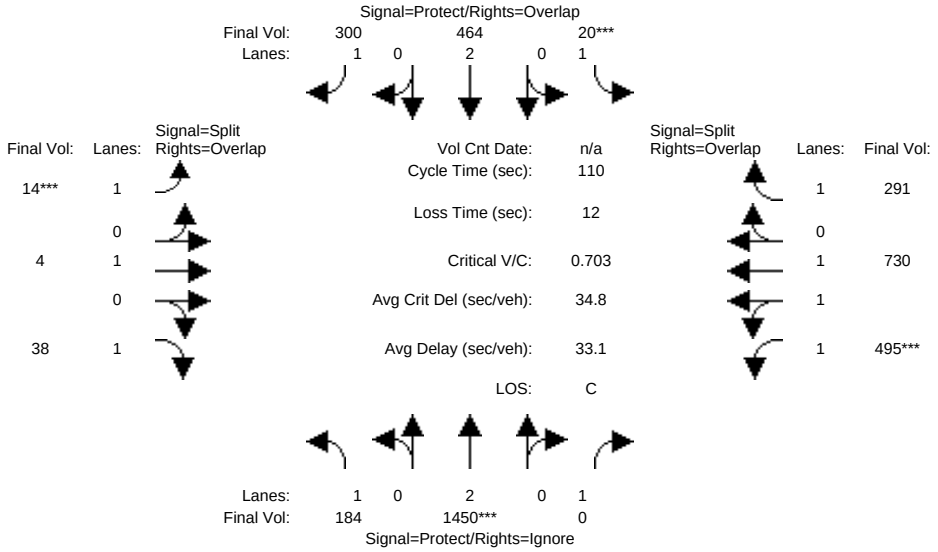
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3690: MERIDIAN/PARKMOOR



Street Name:	Meridian Avenue						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	184	1029	254	23	466	300	14	4	38	101	484	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	1029	254	23	466	300	14	4	38	101	484	98
Added Vol:	0	421	-14	-3	-2	0	0	0	0	394	246	193
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	1450	240	20	464	300	14	4	38	495	730	291
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	1450	0	20	464	300	14	4	38	495	730	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1450	0	20	464	300	14	4	38	495	730	291
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	1450	0	20	464	300	14	4	38	495	730	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.25	1.75	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	2201	3245	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.00	0.01	0.12	0.17	0.01	0.00	0.02	0.22	0.22	0.17
Crit Moves:		****		****			****			****		
Green Time:	22.7	51.0	0.0	7.0	35.3	45.3	10.0	10.0	32.7	30.0	30.0	37.0
Volume/Cap:	0.51	0.82	0.00	0.18	0.38	0.42	0.09	0.02	0.07	0.82	0.82	0.49
Delay/Veh:	39.9	28.9	0.0	49.6	29.1	23.4	46.1	45.6	27.8	41.4	41.4	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	28.9	0.0	49.6	29.1	23.4	46.1	45.6	27.8	41.4	41.4	29.7
LOS by Move:	D	C	A	D	C	C	D	D	C	D	D	C
HCM2kAvgQ:	6	23	0	1	6	8	1	0	1	14	14	8

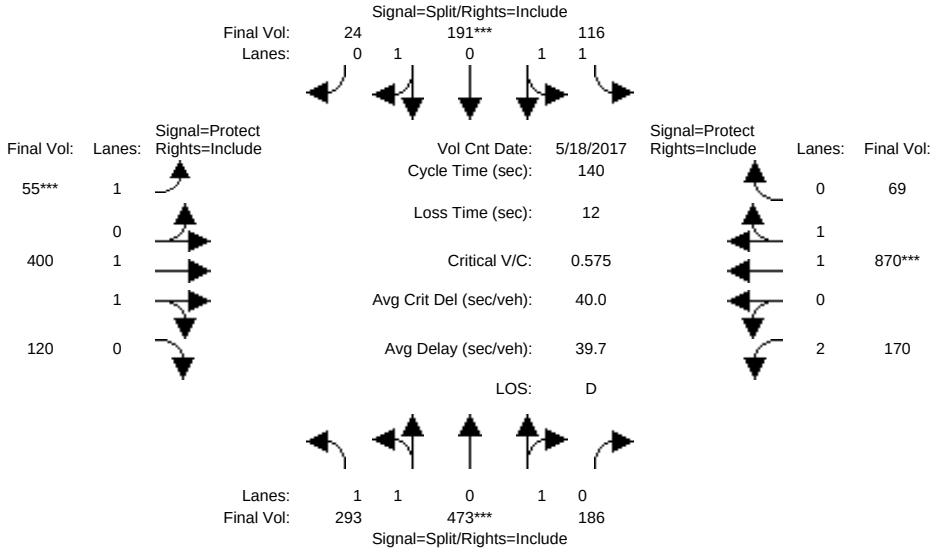
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3693: MERIDIAN/SAN CARLOS



Street Name:	Meridian Avenue						W San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2017 <<												
Base Vol:	293	473	186	116	191	24	55	400	120	170	870	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	473	186	116	191	24	55	400	120	170	870	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	473	186	116	191	24	55	400	120	170	870	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	473	186	116	191	24	55	400	120	170	870	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	473	186	116	191	24	55	400	120	170	870	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	473	186	116	191	24	55	400	120	170	870	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.42	0.58	1.07	1.71	0.22	1.00	1.53	0.47	2.00	1.85	0.15
Final Sat.:	1750	2655	1044	1875	3087	388	1750	2846	854	3150	3428	272
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.18	0.06	0.06	0.06	0.03	0.14	0.14	0.05	0.25	0.25
Crit Moves:		****			****		****				****	
Green Time:	43.4	43.4	43.4	15.1	15.1	15.1	7.7	50.2	50.2	19.3	61.8	61.8
Volume/Cap:	0.54	0.57	0.57	0.57	0.57	0.57	0.57	0.39	0.39	0.39	0.57	0.57
Delay/Veh:	40.4	41.0	41.0	60.8	60.8	60.8	72.8	33.7	33.7	55.6	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	41.0	41.0	60.8	60.8	60.8	72.8	33.7	33.7	55.6	29.7	29.7
LOS by Move:	D	D	D	E	E	E	E	C	C	E	C	C
HCM2kAvgQ:	11	12	12	6	6	6	3	8	8	4	15	15

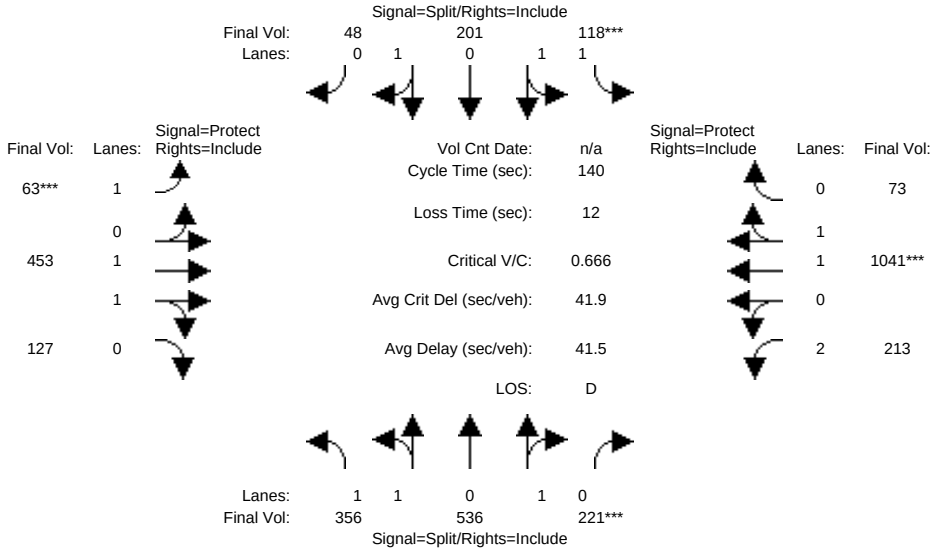
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3693: MERIDIAN/SAN CARLOS



Street Name:	Meridian Avenue						W San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	356	536	221	118	201	48	63	453	127	213	1041	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	536	221	118	201	48	63	453	127	213	1041	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	536	221	118	201	48	63	453	127	213	1041	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	536	221	118	201	48	63	453	127	213	1041	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	536	221	118	201	48	63	453	127	213	1041	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	356	536	221	118	201	48	63	453	127	213	1041	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.40	0.60	1.00	1.60	0.40	1.00	1.55	0.45	2.00	1.87	0.13
Final Sat.:	1750	2619	1080	1750	2986	713	1750	2889	810	3150	3457	242
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.07	0.07	0.07	0.04	0.16	0.16	0.07	0.30	0.30
Crit Moves:			****	****			****				****	
Green Time:	43.0	43.0	43.0	14.2	14.2	14.2	7.6	49.5	49.5	21.3	63.3	63.3
Volume/Cap:	0.66	0.67	0.67	0.67	0.67	0.67	0.67	0.44	0.44	0.44	0.67	0.67
Delay/Veh:	43.2	43.3	43.3	63.7	63.7	63.7	81.6	34.9	34.9	54.6	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	43.3	43.3	63.7	63.7	63.7	81.6	34.9	34.9	54.6	31.1	31.1
LOS by Move:	D	D	D	E	E	E	F	C	C	D	C	C
HCM2kAvgQ:	14	14	14	6	6	6	4	10	10	5	19	19

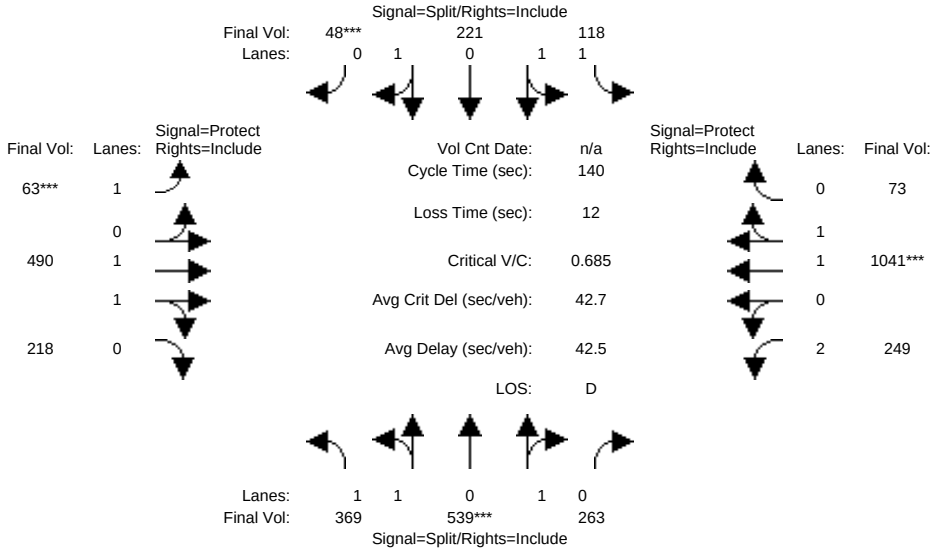
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3693: MERIDIAN/SAN CARLOS



Street Name:	Meridian Avenue						W San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	356	536	221	118	201	48	63	453	127	213	1041	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	536	221	118	201	48	63	453	127	213	1041	73
Added Vol:	13	3	42	0	20	0	0	37	91	36	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	539	263	118	221	48	63	490	218	249	1041	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	539	263	118	221	48	63	490	218	249	1041	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	539	263	118	221	48	63	490	218	249	1041	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	539	263	118	221	48	63	490	218	249	1041	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	1.33	0.67	1.00	1.63	0.37	1.00	1.37	0.63	2.00	1.87	0.13
Final Sat.:	1750	2486	1213	1750	3039	660	1750	2560	1139	3150	3457	242
Capacity Analysis Module:												
Vol/Sat:	0.21	0.22	0.22	0.07	0.07	0.07	0.04	0.19	0.19	0.08	0.30	0.30
Crit Moves:		****				****	****				****	
Green Time:	44.3	44.3	44.3	14.9	14.9	14.9	7.4	48.7	48.7	20.1	61.5	61.5
Volume/Cap:	0.67	0.69	0.69	0.64	0.69	0.69	0.69	0.55	0.55	0.55	0.69	0.69
Delay/Veh:	42.4	42.9	42.9	62.2	63.8	63.8	84.6	37.3	37.3	57.2	32.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	42.9	42.9	62.2	63.8	63.8	84.6	37.3	37.3	57.2	32.7	32.7
LOS by Move:	D	D	D	E	E	E	F	D	D	E	C	C
HCM2kAvgQ:	15	15	15	6	7	7	4	13	13	6	19	19

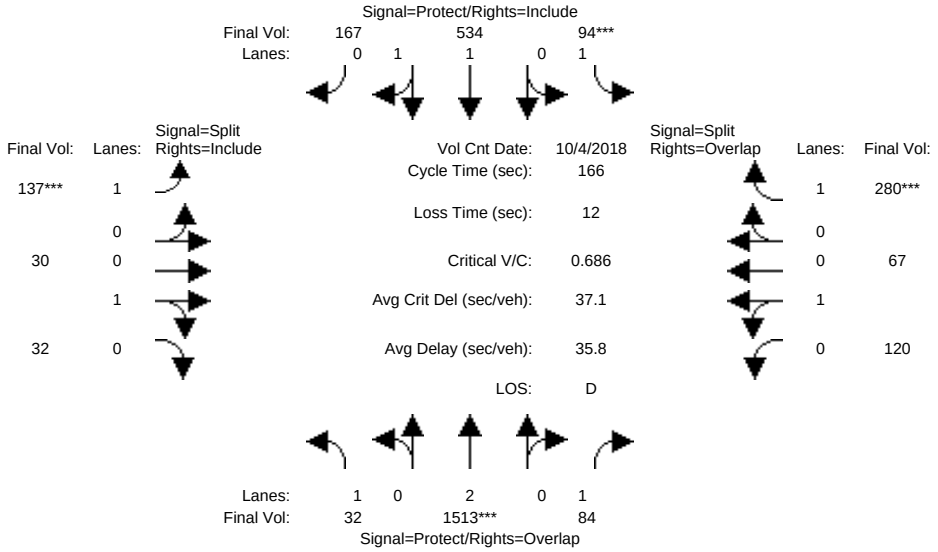
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3694: MERIDIAN/WILLOW



Street Name:	Meridian Avenue						Willow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2018 <<												
Base Vol:	32	1513	84	94	534	167	137	30	32	120	67	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1513	84	94	534	167	137	30	32	120	67	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	1513	84	94	534	167	137	30	32	120	67	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	1513	84	94	534	167	137	30	32	120	67	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1513	84	94	534	167	137	30	32	120	67	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	1513	84	94	534	167	137	30	32	120	67	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.51	0.49	1.00	0.48	0.52	0.64	0.36	1.00
Final Sat.:	1750	3800	1750	1750	2818	881	1750	871	929	1155	645	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.05	0.05	0.19	0.19	0.08	0.03	0.03	0.10	0.10	0.16
Crit Moves:		****		****			****					****
Green Time:	19.9	96.3	122.1	13.0	89.4	89.4	18.9	18.9	18.9	25.7	25.7	38.7
Volume/Cap:	0.15	0.69	0.07	0.69	0.35	0.35	0.69	0.30	0.30	0.67	0.67	0.69
Delay/Veh:	65.8	25.2	6.1	88.1	21.9	21.9	80.2	68.3	68.3	72.4	72.4	62.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	25.2	6.1	88.1	21.9	21.9	80.2	68.3	68.3	72.4	72.4	62.9
LOS by Move:	E	C	A	F	C	C	F	E	E	E	E	E
HCM2kAvgQ:	2	26	1	5	10	10	8	3	3	9	9	14

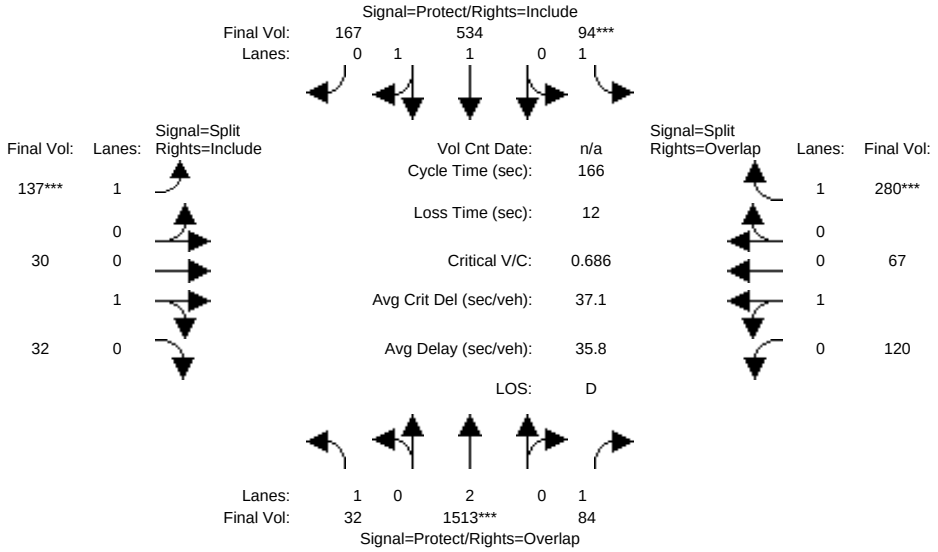
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3694: MERIDIAN/WILLOW



Street Name:	Meridian Avenue						Willow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	1513	84	94	534	167	137	30	32	120	67	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1513	84	94	534	167	137	30	32	120	67	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	1513	84	94	534	167	137	30	32	120	67	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	1513	84	94	534	167	137	30	32	120	67	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1513	84	94	534	167	137	30	32	120	67	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	1513	84	94	534	167	137	30	32	120	67	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.51	0.49	1.00	0.48	0.52	0.64	0.36	1.00
Final Sat.:	1750	3800	1750	1750	2818	881	1750	871	929	1155	645	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.05	0.05	0.19	0.19	0.08	0.03	0.03	0.10	0.10	0.16
Crit Moves:		****		****			****					****
Green Time:	19.9	96.3	122.1	13.0	89.4	89.4	18.9	18.9	18.9	25.7	25.7	38.7
Volume/Cap:	0.15	0.69	0.07	0.69	0.35	0.35	0.69	0.30	0.30	0.67	0.67	0.69
Delay/Veh:	65.8	25.2	6.1	88.1	21.9	21.9	80.2	68.3	68.3	72.4	72.4	62.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	25.2	6.1	88.1	21.9	21.9	80.2	68.3	68.3	72.4	72.4	62.9
LOS by Move:	E	C	A	F	C	C	F	E	E	E	E	E
HCM2kAvgQ:	2	26	1	5	10	10	8	3	3	9	9	14

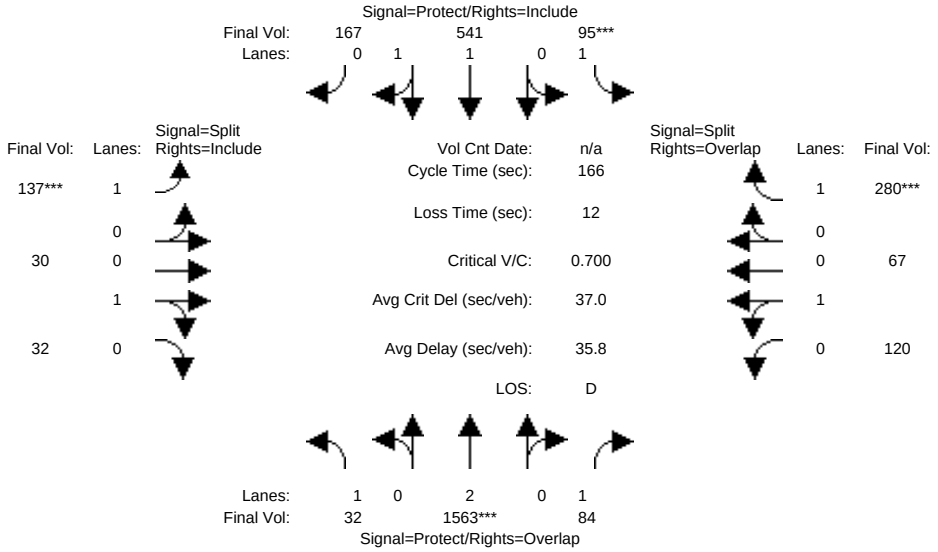
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3694: MERIDIAN/WILLOW



Street Name:	Meridian Avenue						Willow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	1513	84	94	534	167	137	30	32	120	67	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1513	84	94	534	167	137	30	32	120	67	280
Added Vol:	0	50	0	1	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	1563	84	95	541	167	137	30	32	120	67	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	1563	84	95	541	167	137	30	32	120	67	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1563	84	95	541	167	137	30	32	120	67	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	1563	84	95	541	167	137	30	32	120	67	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.52	0.48	1.00	0.48	0.52	0.64	0.36	1.00
Final Sat.:	1750	3800	1750	1750	2827	873	1750	871	929	1155	645	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.05	0.05	0.19	0.19	0.08	0.03	0.03	0.10	0.10	0.16
Crit Moves:		****		****			****					****
Green Time:	19.9	97.5	122.6	12.9	90.5	90.5	18.6	18.6	18.6	25.1	25.1	37.9
Volume/Cap:	0.15	0.70	0.07	0.70	0.35	0.35	0.70	0.31	0.31	0.69	0.69	0.70
Delay/Veh:	65.8	25.0	6.0	89.7	21.4	21.4	81.8	68.7	68.7	74.0	74.0	64.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	25.0	6.0	89.7	21.4	21.4	81.8	68.7	68.7	74.0	74.0	64.3
LOS by Move:	E	C	A	F	C	C	F	E	E	E	E	E
HCM2kAvgQ:	2	27	1	5	10	10	8	3	3	9	9	14

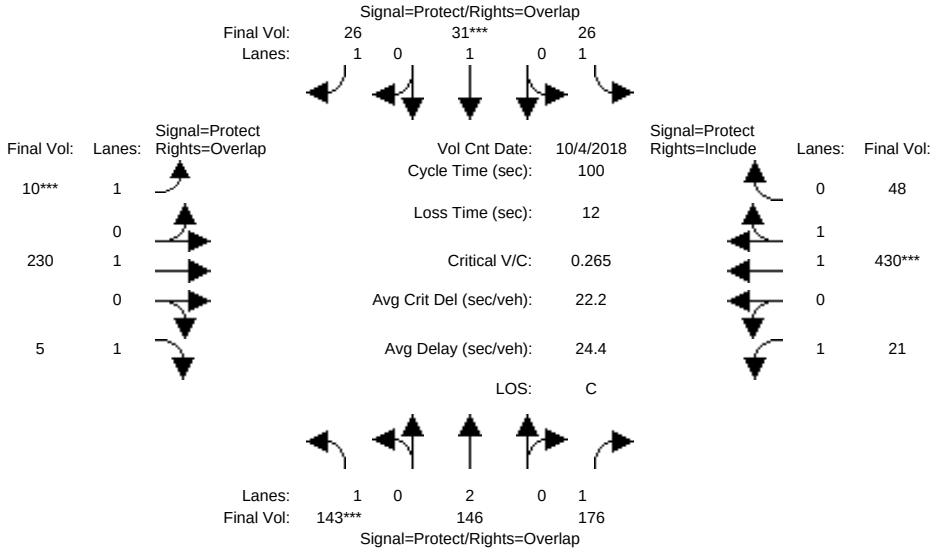
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3733: RACE/PARKMOOR



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2018 <<												
Base Vol:	143	146	176	26	31	26	10	230	5	21	430	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	146	176	26	31	26	10	230	5	21	430	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	146	176	26	31	26	10	230	5	21	430	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	146	176	26	31	26	10	230	5	21	430	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	146	176	26	31	26	10	230	5	21	430	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	146	176	26	31	26	10	230	5	21	430	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.79	0.21
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	1900	1750	1750	3328	372
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.10	0.01	0.02	0.01	0.01	0.12	0.00	0.01	0.13	0.13
Crit Moves:	****				****		****				****	
Green Time:	27.5	22.1	40.6	15.4	10.0	17.0	7.0	32.0	59.5	18.5	43.5	43.5
Volume/Cap:	0.30	0.17	0.25	0.10	0.16	0.09	0.08	0.38	0.00	0.06	0.30	0.30
Delay/Veh:	29.0	31.7	19.8	36.4	41.6	35.1	43.8	26.7	8.2	33.7	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	31.7	19.8	36.4	41.6	35.1	43.8	26.7	8.2	33.7	18.4	18.4
LOS by Move:	C	C	B	D	D	D	D	C	A	C	B	B
HCM2kAvgQ:	4	2	4	1	1	1	0	6	0	1	5	5

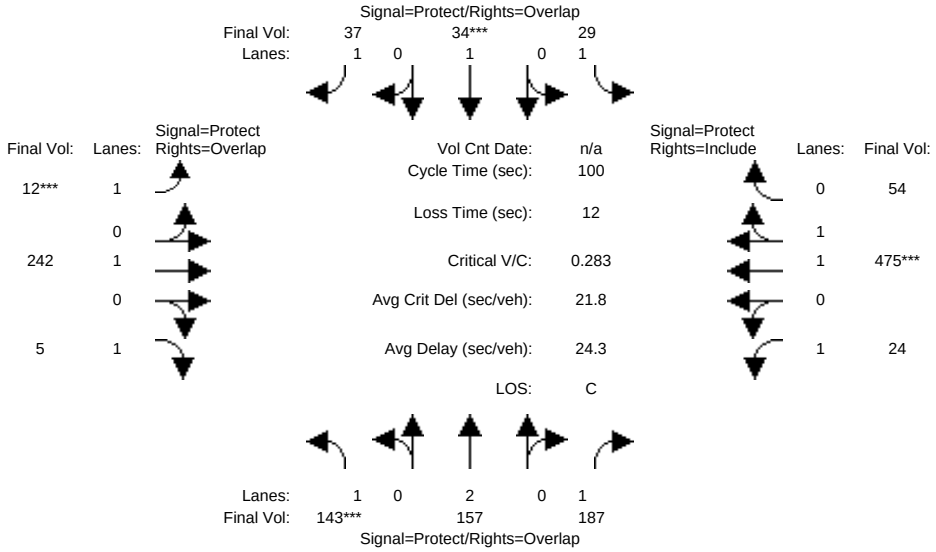
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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3733: RACE/PARKMOOR



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	143	157	187	29	34	37	12	242	5	24	475	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	157	187	29	34	37	12	242	5	24	475	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	157	187	29	34	37	12	242	5	24	475	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	157	187	29	34	37	12	242	5	24	475	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	157	187	29	34	37	12	242	5	24	475	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	157	187	29	34	37	12	242	5	24	475	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.79	0.21
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	1900	1750	1750	3322	378
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.11	0.02	0.02	0.02	0.01	0.13	0.00	0.01	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	25.8	21.1	39.6	14.7	10.0	17.0	7.0	33.7	59.5	18.5	45.2	45.2
Volume/Cap:	0.32	0.20	0.27	0.11	0.18	0.12	0.10	0.38	0.00	0.07	0.32	0.32
Delay/Veh:	30.4	32.6	20.7	37.1	41.7	35.4	43.9	25.6	8.2	33.8	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	32.6	20.7	37.1	41.7	35.4	43.9	25.6	8.2	33.8	17.6	17.6
LOS by Move:	C	C	C	D	D	D	D	C	A	C	B	B
HCM2kAvgQ:	4	2	4	1	1	1	0	6	0	1	5	5

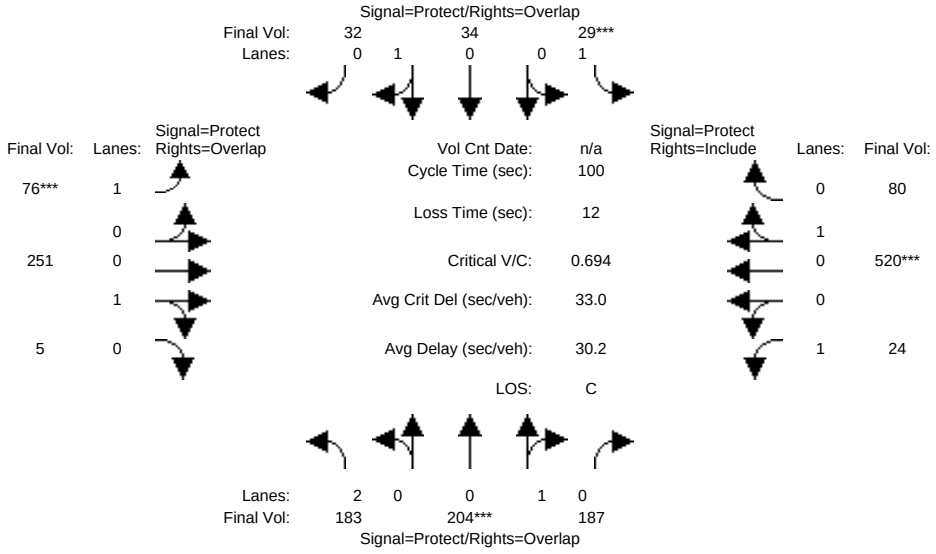
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #3733: RACE/PARKMOOR



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	143	157	187	29	34	37	12	242	5	24	475	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	157	187	29	34	37	12	242	5	24	475	54
Added Vol:	40	47	0	0	0	-5	64	9	0	0	45	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	204	187	29	34	32	76	251	5	24	520	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	204	187	29	34	32	76	251	5	24	520	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	204	187	29	34	32	76	251	5	24	520	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	204	187	29	34	32	76	251	5	24	520	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	0.52	0.48	1.00	0.52	0.48	1.00	0.98	0.02	1.00	0.87	0.13
Final Sat.:	3150	939	861	1750	927	873	1750	1765	35	1750	1560	240
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.02	0.04	0.04	0.04	0.14	0.14	0.01	0.33	0.33
Crit Moves:		****		****			****				****	
Green Time:	14.9	29.2	46.3	7.0	21.3	28.3	7.0	34.7	49.6	17.1	44.8	44.8
Volume/Cap:	0.39	0.74	0.47	0.24	0.17	0.13	0.62	0.41	0.29	0.08	0.74	0.74
Delay/Veh:	39.0	37.7	18.9	45.0	32.4	26.8	54.6	25.3	15.0	35.0	26.6	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	37.7	18.9	45.0	32.4	26.8	54.6	25.3	15.0	35.0	26.6	26.6
LOS by Move:	D	D	B	D	C	C	D	C	B	C	C	C
HCM2kAvgQ:	3	13	9	1	2	2	4	6	5	1	16	16

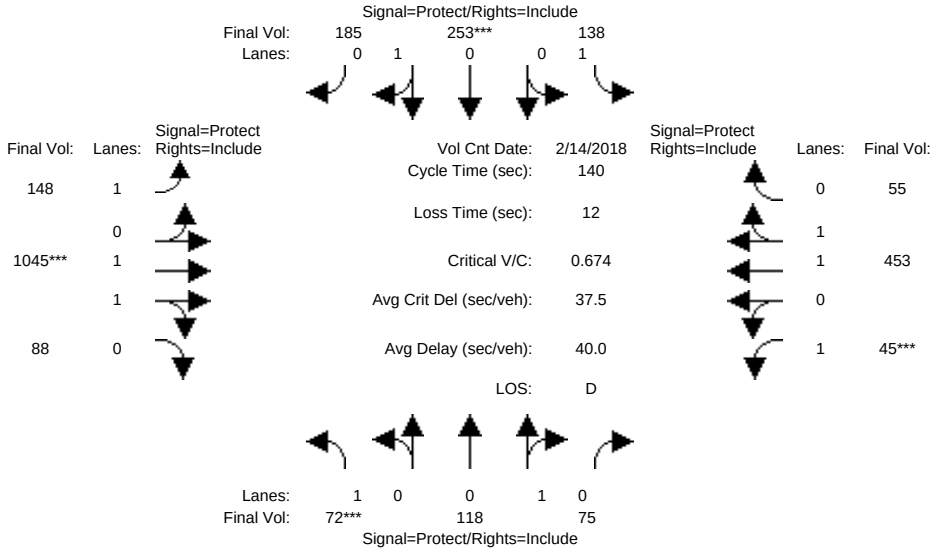
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3748: RACE/SAN CARLOS



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 << 7:30-8:30												
Base Vol:	72	118	75	138	253	185	148	1045	88	45	453	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	118	75	138	253	185	148	1045	88	45	453	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	118	75	138	253	185	148	1045	88	45	453	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	118	75	138	253	185	148	1045	88	45	453	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	118	75	138	253	185	148	1045	88	45	453	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	118	75	138	253	185	148	1045	88	45	453	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.61	0.39	1.00	0.58	0.42	1.00	1.84	0.16	1.00	1.78	0.22
Final Sat.:	1750	1101	699	1750	1040	760	1750	3412	287	1750	3299	401
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.08	0.24	0.24	0.08	0.31	0.31	0.03	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	8.4	33.6	33.6	24.7	49.8	49.8	26.6	62.7	62.7	7.0	43.2	43.2
Volume/Cap:	0.68	0.45	0.45	0.45	0.68	0.68	0.45	0.68	0.68	0.51	0.45	0.45
Delay/Veh:	81.4	46.0	46.0	52.6	41.4	41.4	51.1	31.9	31.9	70.0	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	46.0	46.0	52.6	41.4	41.4	51.1	31.9	31.9	70.0	39.1	39.1
LOS by Move:	F	D	D	D	D	D	D	C	C	E	D	D
HCM2kAvgQ:	3	7	7	6	17	17	6	20	20	2	9	9

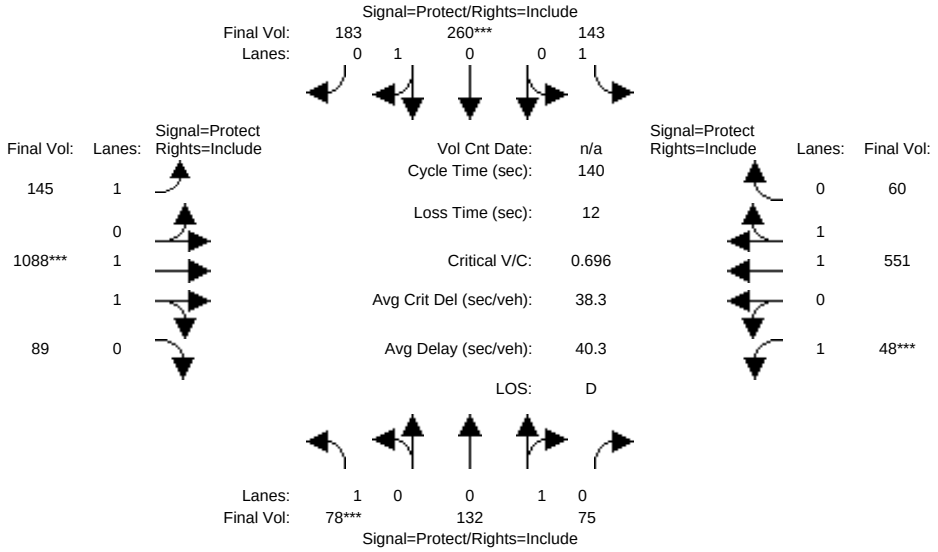
Note: Queue reported is the number of cars per lane.

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San Jose, CA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3748: RACE/SAN CARLOS



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	78	132	75	143	260	183	145	1088	89	48	551	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	132	75	143	260	183	145	1088	89	48	551	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	132	75	143	260	183	145	1088	89	48	551	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	132	75	143	260	183	145	1088	89	48	551	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	132	75	143	260	183	145	1088	89	48	551	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	132	75	143	260	183	145	1088	89	48	551	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.64	0.36	1.00	0.59	0.41	1.00	1.84	0.16	1.00	1.80	0.20
Final Sat.:	1750	1148	652	1750	1056	744	1750	3420	280	1750	3336	363
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.08	0.25	0.25	0.08	0.32	0.32	0.03	0.17	0.17
Crit Moves:	****				****			****			****	
Green Time:	8.9	33.8	33.8	24.0	48.9	48.9	23.5	63.2	63.2	7.0	46.8	46.8
Volume/Cap:	0.70	0.48	0.48	0.48	0.70	0.70	0.49	0.70	0.70	0.55	0.49	0.49
Delay/Veh:	82.9	46.4	46.4	53.5	42.9	42.9	54.2	32.3	32.3	72.1	37.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.9	46.4	46.4	53.5	42.9	42.9	54.2	32.3	32.3	72.1	37.5	37.5
LOS by Move:	F	D	D	D	D	D	D	C	C	E	D	D
HCM2kAvgQ:	4	8	8	6	17	17	6	21	21	2	10	10

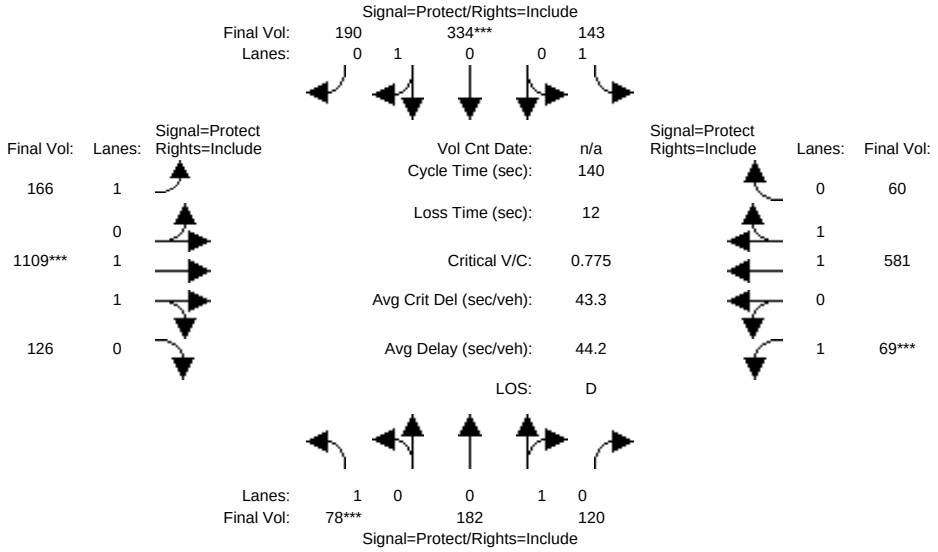
Note: Queue reported is the number of cars per lane.

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

Intersection #3748: RACE/SAN CARLOS



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	78	132	75	143	260	183	145	1088	89	48	551	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	132	75	143	260	183	145	1088	89	48	551	60
Added Vol:	0	50	45	0	74	7	21	21	37	21	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	182	120	143	334	190	166	1109	126	69	581	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	182	120	143	334	190	166	1109	126	69	581	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	182	120	143	334	190	166	1109	126	69	581	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	182	120	143	334	190	166	1109	126	69	581	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.60	0.40	1.00	0.64	0.36	1.00	1.79	0.21	1.00	1.81	0.19
Final Sat.:	1750	1085	715	1750	1147	653	1750	3322	377	1750	3353	346
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.08	0.29	0.29	0.09	0.33	0.33	0.04	0.17	0.17
Crit Moves:	****				****			****			****	
Green Time:	8.0	40.8	40.8	19.9	52.6	52.6	23.8	60.3	60.3	7.1	43.5	43.5
Volume/Cap:	0.78	0.58	0.58	0.58	0.78	0.78	0.56	0.78	0.78	0.78	0.56	0.56
Delay/Veh:	95.7	43.9	43.9	59.5	44.1	44.1	55.6	36.5	36.5	99.4	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.7	43.9	43.9	59.5	44.1	44.1	55.6	36.5	36.5	99.4	40.8	40.8
LOS by Move:	F	D	D	E	D	D	E	D	D	F	D	D
HCM2kAvgQ:	4	11	11	6	21	21	7	23	23	3	11	11

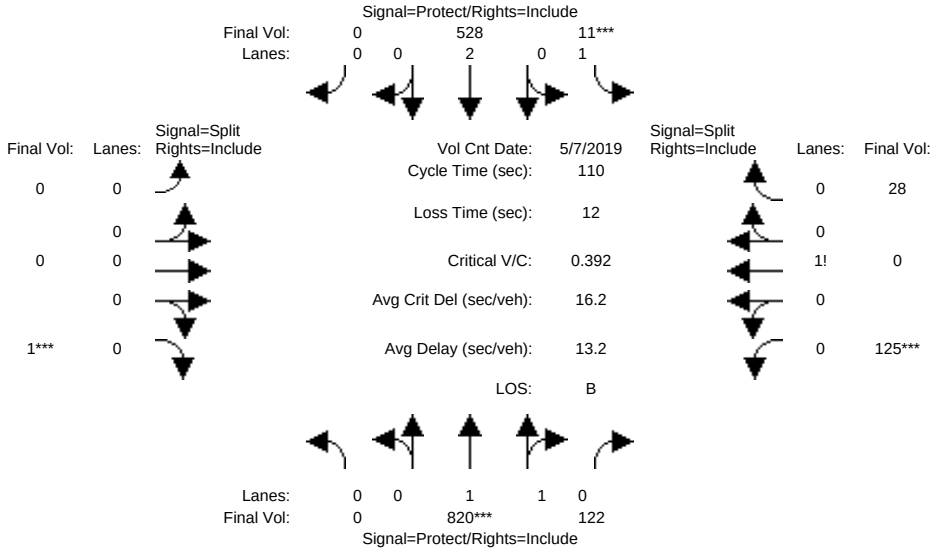
Note: Queue reported is the number of cars per lane.

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

Intersection #3959: MERIDIAN/SADDLE RACK



Street Name:	Meridian Avenue						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 << 7:30 - 8:30												
Base Vol:	0	820	122	11	528	0	0	0	1	125	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	820	122	11	528	0	0	0	1	125	0	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	820	122	11	528	0	0	0	1	125	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	820	122	11	528	0	0	0	1	125	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	820	122	11	528	0	0	0	1	125	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	820	122	11	528	0	0	0	1	125	0	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.73	0.27	1.00	2.00	0.00	0.00	0.00	1.00	0.82	0.00	0.18
Final Sat.:	0	3220	479	1750	3800	0	0	0	1750	1430	0	320
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.01	0.14	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:		****		****					****	****		
Green Time:	0.0	67.6	67.6	7.0	74.6	0.0	0.0	0.0	0.2	23.2	0.0	23.2
Volume/Cap:	0.00	0.41	0.41	0.10	0.20	0.00	0.00	0.00	0.41	0.41	0.00	0.41
Delay/Veh:	0.0	11.5	11.5	50.3	6.8	0.0	0.0	0.0	318.4	40.9	0.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.5	11.5	50.3	6.8	0.0	0.0	0.0	318.4	40.9	0.0	40.9
LOS by Move:	A	B	B	D	A	A	A	A	F	D	A	D
HCM2kAvgQ:	0	8	8	0	3	0	0	0	0	5	0	5

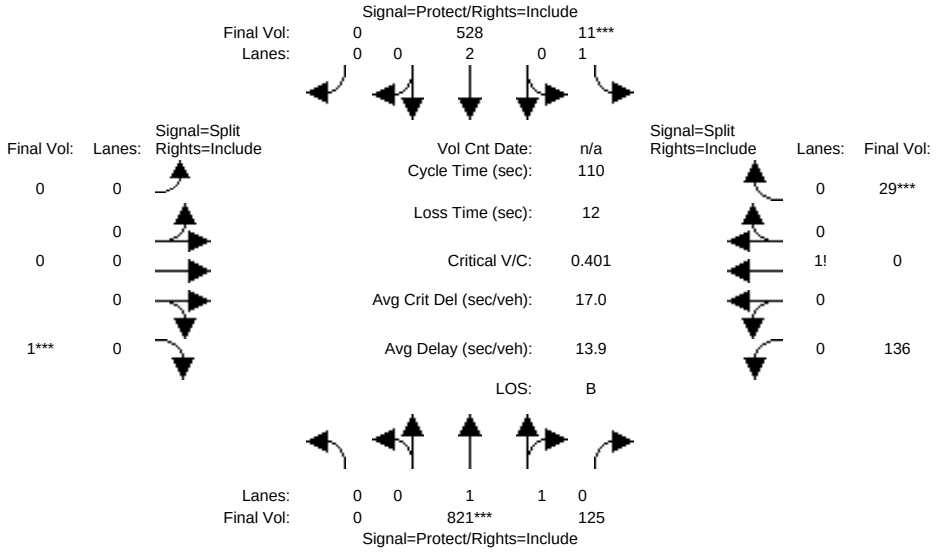
Note: Queue reported is the number of cars per lane.

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

Intersection #3959: MERIDIAN/SADDLE RACK



Street Name:	Meridian Avenue						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	821	125	11	528	0	0	0	1	136	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	821	125	11	528	0	0	0	1	136	0	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	821	125	11	528	0	0	0	1	136	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	821	125	11	528	0	0	0	1	136	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	821	125	11	528	0	0	0	1	136	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	821	125	11	528	0	0	0	1	136	0	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.73	0.27	1.00	2.00	0.00	0.00	0.00	1.00	0.82	0.00	0.18
Final Sat.:	0	3211	489	1750	3800	0	0	0	1750	1442	0	308
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.01	0.14	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:		****		****					****			****
Green Time:	0.0	66.4	66.4	7.0	73.4	0.0	0.0	0.0	0.1	24.5	0.0	24.5
Volume/Cap:	0.00	0.42	0.42	0.10	0.21	0.00	0.00	0.00	0.42	0.42	0.00	0.42
Delay/Veh:	0.0	12.2	12.2	50.3	7.3	0.0	0.0	0.0	328.0	40.1	0.0	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.2	12.2	50.3	7.3	0.0	0.0	0.0	328.0	40.1	0.0	40.1
LOS by Move:	A	B	B	D	A	A	A	A	F	D	A	D
HCM2kAvgQ:	0	9	9	0	4	0	0	0	0	5	0	5

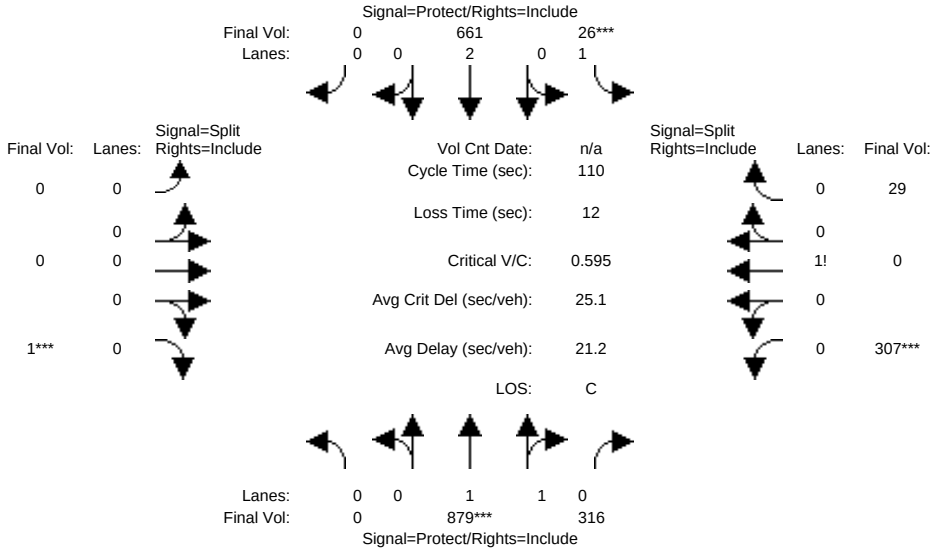
Note: Queue reported is the number of cars per lane.

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

Intersection #3959: MERIDIAN/SADDLE RACK



Street Name:	Meridian Avenue						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	821	125	11	528	0	0	0	1	136	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	821	125	11	528	0	0	0	1	136	0	29
Added Vol:	0	58	191	15	133	0	0	0	0	171	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	879	316	26	661	0	0	0	1	307	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	879	316	26	661	0	0	0	1	307	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	879	316	26	661	0	0	0	1	307	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	879	316	26	661	0	0	0	1	307	0	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.46	0.54	1.00	2.00	0.00	0.00	0.00	1.00	0.91	0.00	0.09
Final Sat.:	0	2721	978	1750	3800	0	0	0	1750	1599	0	151
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.01	0.17	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Crit Moves:		****		****					****	****		
Green Time:	0.0	57.0	57.0	7.0	64.0	0.0	0.0	0.0	0.1	33.9	0.0	33.9
Volume/Cap:	0.00	0.62	0.62	0.23	0.30	0.00	0.00	0.00	0.62	0.62	0.00	0.62
Delay/Veh:	0.0	20.4	20.4	53.8	12.0	0.0	0.0	0.0	537.5	37.9	0.0	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.4	20.4	53.8	12.0	0.0	0.0	0.0	537.5	37.9	0.0	37.9
LOS by Move:	A	C	C	D	B	A	A	A	F	D	A	D
HCM2kAvgQ:	0	15	15	1	6	0	0	0	0	11	0	11

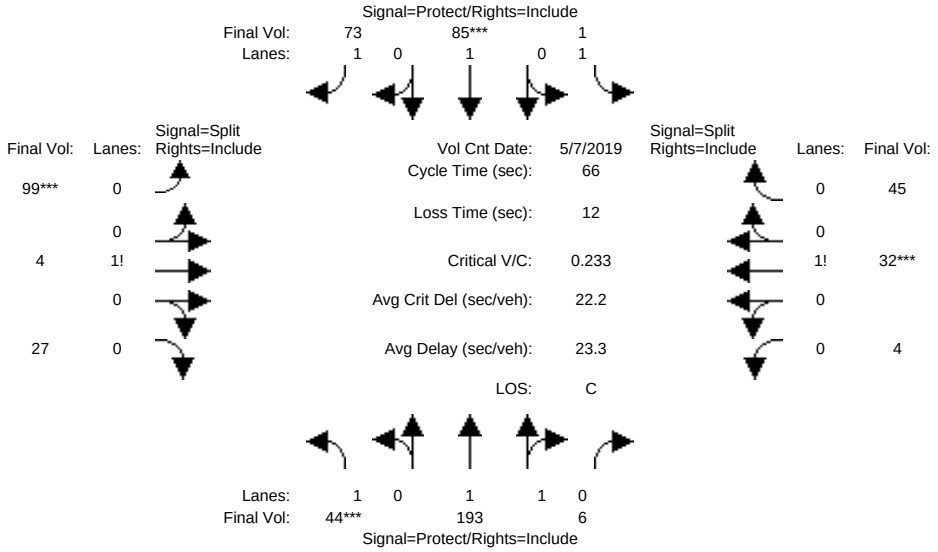
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3960: RACE/SADDLE RACK



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 << 8:00 - 9:00												
Base Vol:	44	193	6	1	85	73	99	4	27	4	32	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	193	6	1	85	73	99	4	27	4	32	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	193	6	1	85	73	99	4	27	4	32	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	193	6	1	85	73	99	4	27	4	32	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	193	6	1	85	73	99	4	27	4	32	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	193	6	1	85	73	99	4	27	4	32	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.00	1.00	0.76	0.03	0.21	0.05	0.39	0.56
Final Sat.:	1750	3588	112	1750	1900	1750	1333	54	363	86	691	972
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.00	0.04	0.04	0.07	0.07	0.07	0.05	0.05	0.05
Crit Moves:	****				****		****				****	
Green Time:	7.1	11.7	11.7	8.2	12.7	12.7	21.1	21.1	21.1	13.1	13.1	13.1
Volume/Cap:	0.23	0.30	0.30	0.00	0.23	0.22	0.23	0.23	0.23	0.23	0.23	0.23
Delay/Veh:	29.8	24.8	24.8	25.4	24.0	23.9	17.5	17.5	17.5	23.8	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	24.8	24.8	25.4	24.0	23.9	17.5	17.5	17.5	23.8	23.8	23.8
LOS by Move:	C	C	C	C	C	C	B	B	B	C	C	C
HCM2kAvgQ:	1	2	2	0	1	1	2	2	2	2	2	2

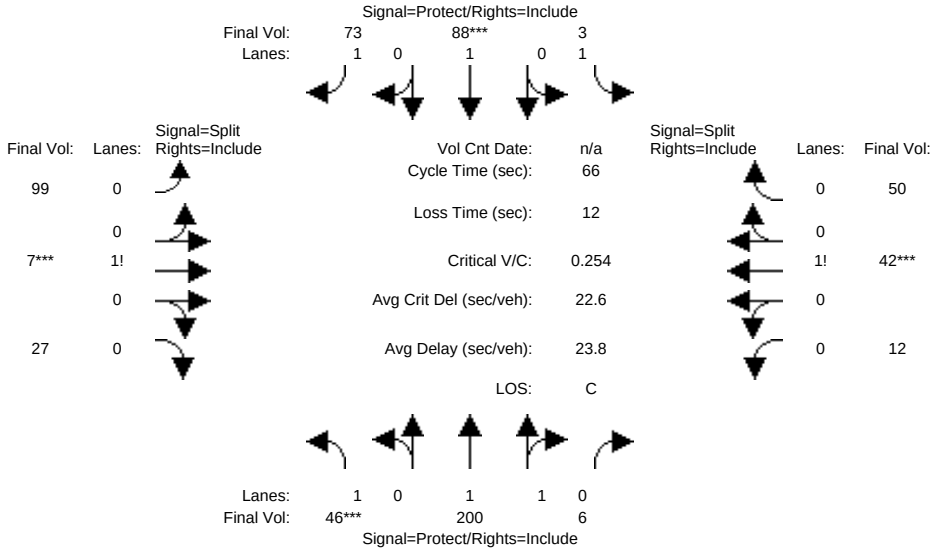
Note: Queue reported is the number of cars per lane.

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

Intersection #3960: RACE/SADDLE RACK



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	200	6	3	88	73	99	7	27	12	42	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	200	6	3	88	73	99	7	27	12	42	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	200	6	3	88	73	99	7	27	12	42	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	200	6	3	88	73	99	7	27	12	42	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	200	6	3	88	73	99	7	27	12	42	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	200	6	3	88	73	99	7	27	12	42	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.00	1.00	0.75	0.05	0.20	0.12	0.40	0.48
Final Sat.:	1750	3592	108	1750	1900	1750	1303	92	355	202	707	841
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.00	0.05	0.04	0.08	0.08	0.08	0.06	0.06	0.06
Crit Moves:	****				****			****			****	
Green Time:	7.0	11.2	11.2	7.8	12.0	12.0	19.7	19.7	19.7	15.4	15.4	15.4
Volume/Cap:	0.25	0.33	0.33	0.01	0.26	0.23	0.26	0.26	0.26	0.26	0.26	0.26
Delay/Veh:	30.2	25.5	25.5	25.8	25.0	24.8	18.8	18.8	18.8	22.2	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	25.5	25.5	25.8	25.0	24.8	18.8	18.8	18.8	22.2	22.2	22.2
LOS by Move:	C	C	C	C	C	C	B	B	B	C	C	C
HCM2kAvgQ:	1	2	2	0	2	1	2	2	2	2	2	2

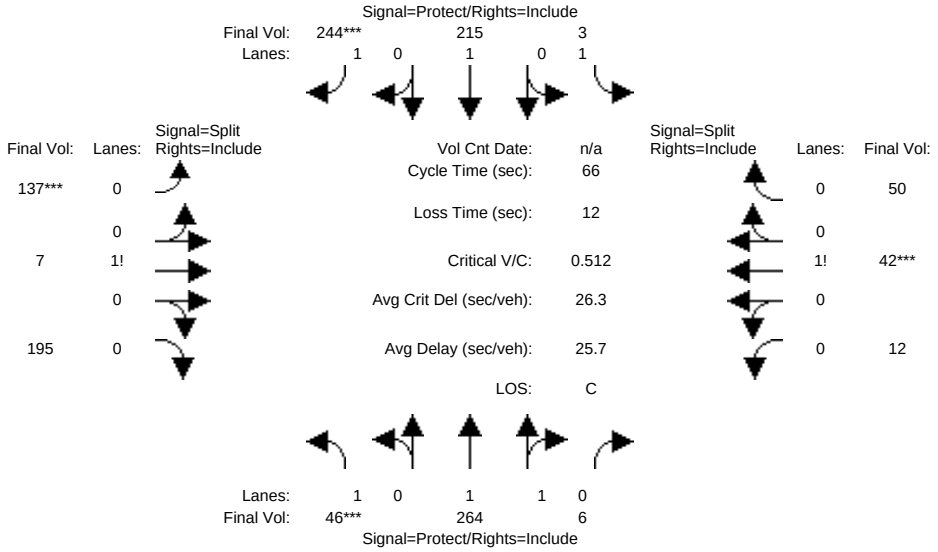
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #3960: RACE/SADDLE RACK



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	200	6	3	88	73	99	7	27	12	42	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	200	6	3	88	73	99	7	27	12	42	50
Added Vol:	0	64	0	0	127	171	38	0	168	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	264	6	3	215	244	137	7	195	12	42	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	264	6	3	215	244	137	7	195	12	42	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	264	6	3	215	244	137	7	195	12	42	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	264	6	3	215	244	137	7	195	12	42	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.00	1.00	0.40	0.02	0.58	0.12	0.40	0.48
Final Sat.:	1750	3618	82	1750	1900	1750	707	36	1007	202	707	841
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.00	0.11	0.14	0.19	0.19	0.19	0.06	0.06	0.06
Crit Moves:	****					****	****				****	
Green Time:	7.0	13.2	13.2	9.3	15.5	15.5	21.5	21.5	21.5	10.0	10.0	10.0
Volume/Cap:	0.25	0.36	0.36	0.01	0.48	0.59	0.59	0.59	0.59	0.39	0.39	0.39
Delay/Veh:	30.2	24.1	24.1	24.5	25.5	28.7	23.1	23.1	23.1	29.6	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	24.1	24.1	24.5	25.5	28.7	23.1	23.1	23.1	29.6	29.6	29.6
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	3	3	0	4	5	7	7	7	2	2	2

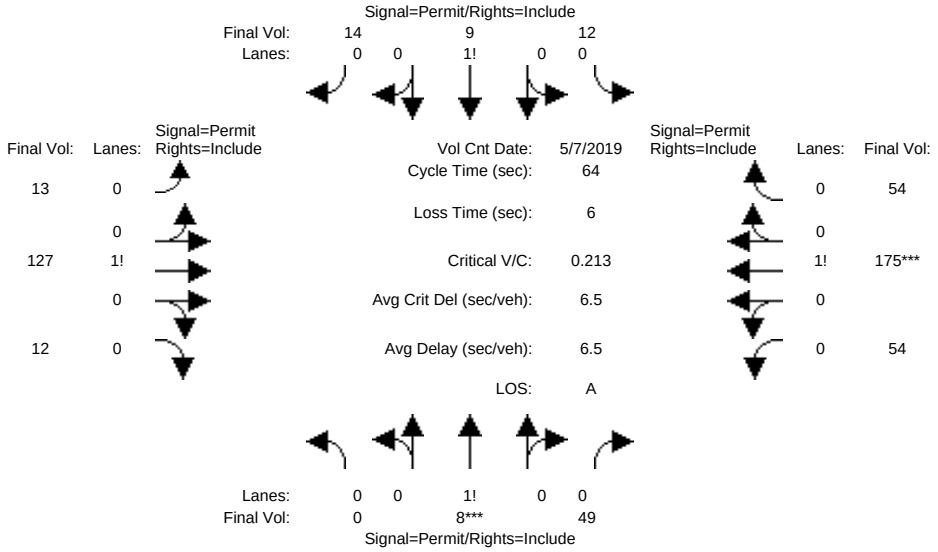
Note: Queue reported is the number of cars per lane.

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

Intersection #3969: SUNOL/AUZERAIS



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 << 7:30 - 8:30												
Base Vol:	0	8	49	12	9	14	13	127	12	54	175	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	8	49	12	9	14	13	127	12	54	175	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	8	49	12	9	14	13	127	12	54	175	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	8	49	12	9	14	13	127	12	54	175	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	8	49	12	9	14	13	127	12	54	175	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	8	49	12	9	14	13	127	12	54	175	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.00	0.14	0.86	0.34	0.26	0.40	0.08	0.84	0.08	0.19	0.62	0.19
Final Sat.:	0	253	1547	600	450	700	150	1462	138	334	1082	334
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.02	0.02	0.02	0.09	0.09	0.09	0.16	0.16	0.16
Crit Moves:		****									****	
Green Time:	0.0	10.0	10.0	10.0	10.0	10.0	48.0	48.0	48.0	48.0	48.0	48.0
Volume/Cap:	0.00	0.20	0.20	0.13	0.13	0.13	0.12	0.12	0.12	0.22	0.22	0.22
Delay/Veh:	0.0	25.1	25.1	24.2	24.2	24.2	2.4	2.4	2.4	2.8	2.8	2.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.1	25.1	24.2	24.2	24.2	2.4	2.4	2.4	2.8	2.8	2.8
LOS by Move:	A	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	1	1	1	1	1	1	1	1	2	2	2

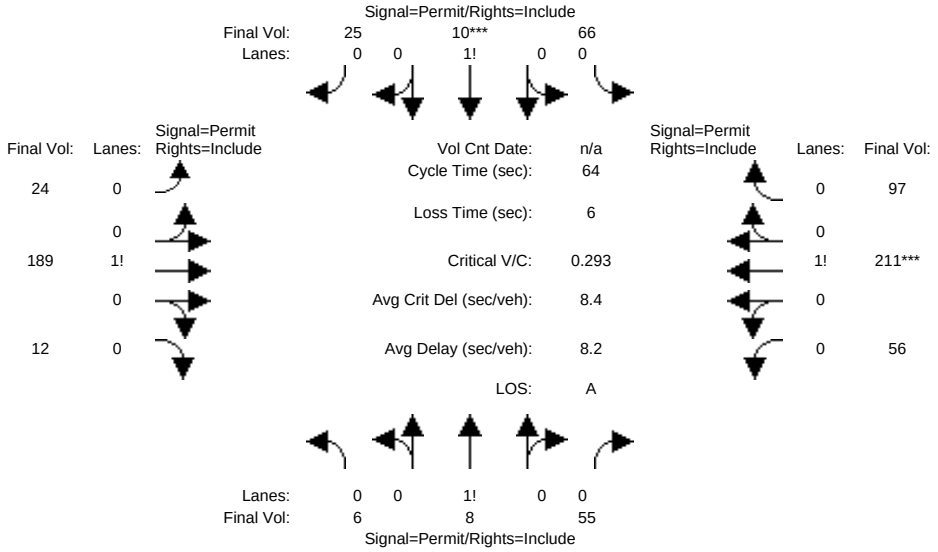
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3969: SUNOL/AUZERAIS



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	8	55	66	10	25	24	189	12	56	211	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	8	55	66	10	25	24	189	12	56	211	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	8	55	66	10	25	24	189	12	56	211	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	8	55	66	10	25	24	189	12	56	211	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	8	55	66	10	25	24	189	12	56	211	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	8	55	66	10	25	24	189	12	56	211	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.09	0.11	0.80	0.65	0.10	0.25	0.11	0.84	0.05	0.15	0.58	0.27
Final Sat.:	152	203	1395	1144	173	433	187	1470	93	269	1014	466
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.06	0.13	0.13	0.13	0.21	0.21	0.21
Crit Moves:					****						****	
Green Time:	12.6	12.6	12.6	12.6	12.6	12.6	45.4	45.4	45.4	45.4	45.4	45.4
Volume/Cap:	0.20	0.20	0.20	0.29	0.29	0.29	0.18	0.18	0.18	0.29	0.29	0.29
Delay/Veh:	22.8	22.8	22.8	24.1	24.1	24.1	3.4	3.4	3.4	4.0	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	22.8	22.8	24.1	24.1	24.1	3.4	3.4	3.4	4.0	4.0	4.0
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	2	2	2	2	3	3	3

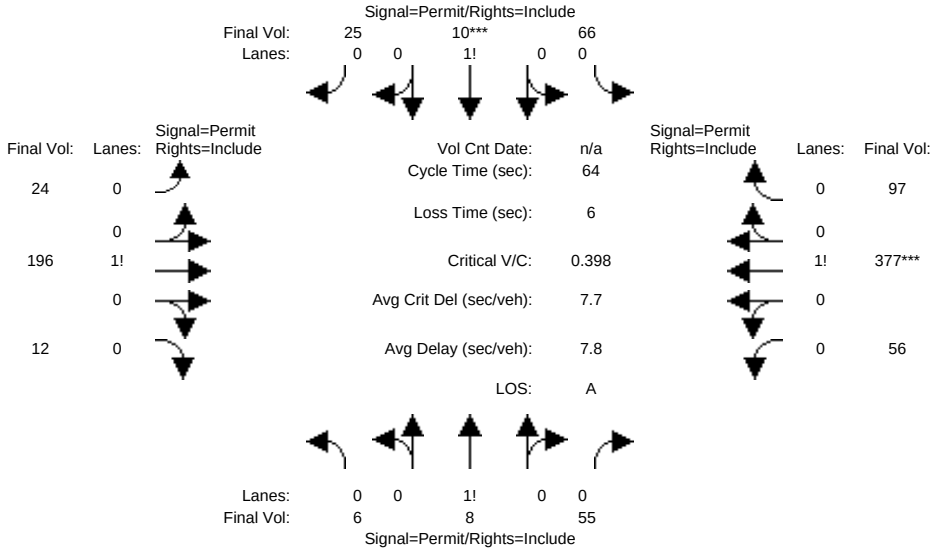
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3969: SUNOL/AUZERAIS



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	8	55	66	10	25	24	189	12	56	211	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	8	55	66	10	25	24	189	12	56	211	97
Added Vol:	0	0	0	0	0	0	0	7	0	0	166	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	8	55	66	10	25	24	196	12	56	377	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	8	55	66	10	25	24	196	12	56	377	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	8	55	66	10	25	24	196	12	56	377	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	8	55	66	10	25	24	196	12	56	377	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.09	0.11	0.80	0.65	0.10	0.25	0.10	0.85	0.05	0.11	0.71	0.18
Final Sat.:	152	203	1395	1144	173	433	181	1478	91	185	1245	320
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.06	0.13	0.13	0.13	0.30	0.30	0.30
Crit Moves:					****						****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	48.0	48.0	48.0	48.0	48.0	48.0
Volume/Cap:	0.25	0.25	0.25	0.37	0.37	0.37	0.18	0.18	0.18	0.40	0.40	0.40
Delay/Veh:	25.9	25.9	25.9	28.0	28.0	28.0	2.6	2.6	2.6	3.8	3.8	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	25.9	28.0	28.0	28.0	2.6	2.6	2.6	3.8	3.8	3.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	2	2	2	4	4	4

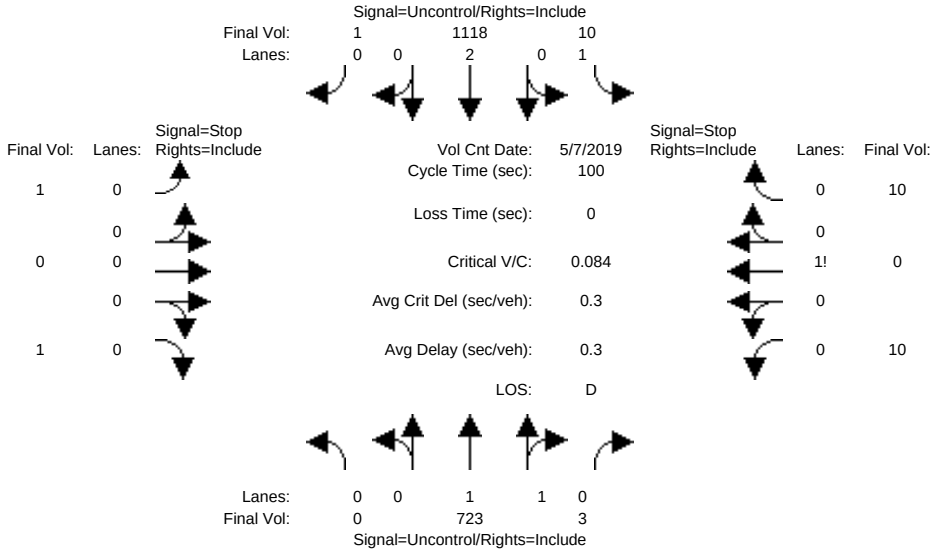
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #1000: MERIDIAN/HARMON



Street Name:	Meridian Avenue						Harmon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	0	723	3	10	1118	1	1	0	1	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	723	3	10	1118	1	1	0	1	10	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	723	3	10	1118	1	1	0	1	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	723	3	10	1118	1	1	0	1	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	723	3	10	1118	1	1	0	1	10	0	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	726	xxxx	xxxxx	1500	1865	560	1304	1864	363
Potent Cap.:	xxxx	xxxx	xxxxx	886	xxxx	xxxxx	86	74	477	120	74	640
Move Cap.:	xxxx	xxxx	xxxxx	886	xxxx	xxxxx	84	73	477	119	73	640
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.00	0.08	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	143	xxxxx	xxxx	200	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	30.6	xxxxx	xxxxx	25.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			30.6			25.0		
ApproachLOS:	*			*			D			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1000 MERIDIAN/HARMON

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	0	723	3	10	1118	1	1	0	1	10	0	10
ApproachDel:	xxxxxx			xxxxxx			30.6			25.0		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=2]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1877]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1877]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1000 MERIDIAN/HARMON

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	0	723	3	10	1118	1	1	0	1	10	0	10

Major Street Volume: 1855
Minor Approach Volume: 20
Minor Approach Volume Threshold: 72 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

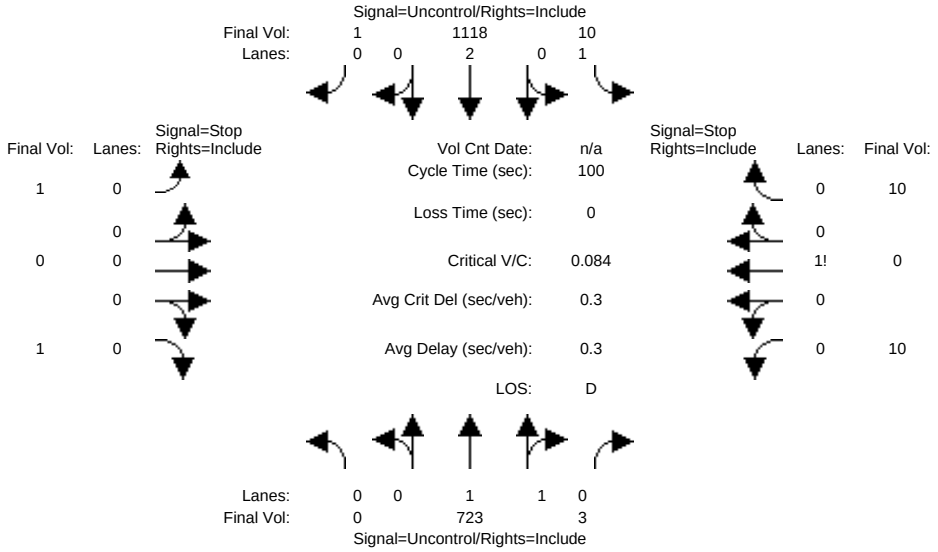
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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #1000: MERIDIAN/HARMON



Street Name:	Meridian Avenue						Harmon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	723	3	10	1118	1	1	0	1	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	723	3	10	1118	1	1	0	1	10	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	723	3	10	1118	1	1	0	1	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	723	3	10	1118	1	1	0	1	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	723	3	10	1118	1	1	0	1	10	0	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	726	xxxx	xxxxx	1500	1865	560	1304	1864	363
Potent Cap.:	xxxx	xxxx	xxxxx	886	xxxx	xxxxx	86	74	477	120	74	640
Move Cap.:	xxxx	xxxx	xxxxx	886	xxxx	xxxxx	84	73	477	119	73	640
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.00	0.08	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	143	xxxxx	xxxx	200	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	30.6	xxxxx	xxxxx	25.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			30.6			25.0		
ApproachLOS:	*			*			D			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1000 MERIDIAN/HARMON

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	0	723	3	10	1118	1	1	0	1	10	0	10
ApproachDel:	xxxxxx			xxxxxx			30.6			25.0		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=2]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1877]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1877]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1000 MERIDIAN/HARMON

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	0	723	3	10	1118	1	1	0	1	10	0	10

Major Street Volume: 1855
Minor Approach Volume: 20
Minor Approach Volume Threshold: 72 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

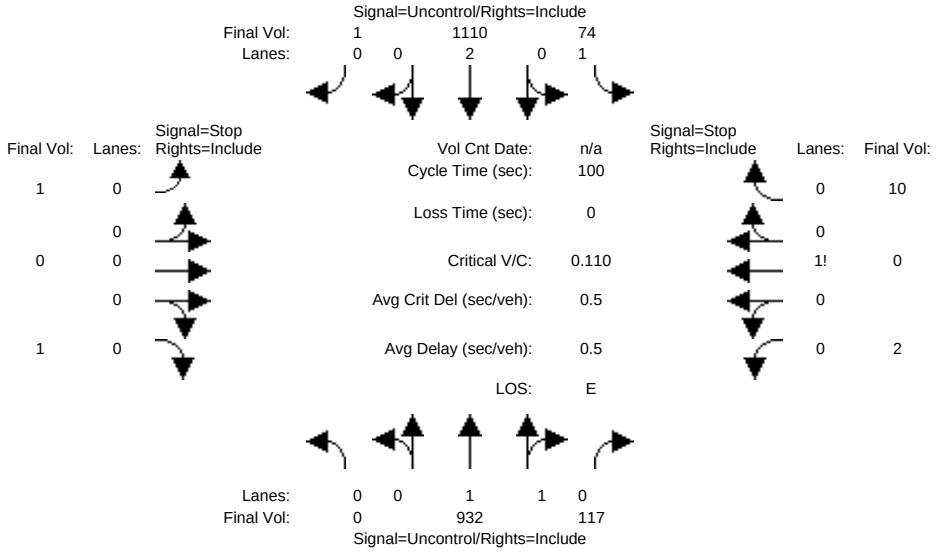
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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #1000: MERIDIAN/HARMON



Street Name:	Meridian Avenue						Harmon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	723	3	10	1118	1	1	0	1	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	723	3	10	1118	1	1	0	1	10	0	10
Added Vol:	0	209	114	64	-8	0	0	0	0	-8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	932	117	74	1110	1	1	0	1	2	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	932	117	74	1110	1	1	0	1	2	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	932	117	74	1110	1	1	0	1	2	0	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1049	xxxx	xxxxx	1725	2308	556	1694	2250	525
Potent Cap.:	xxxx	xxxx	xxxxx	671	xxxx	xxxxx	58	39	480	62	42	503
Move Cap.:	xxxx	xxxx	xxxxx	671	xxxx	xxxxx	52	34	480	56	38	503
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	0.02	0.00	0.00	0.04	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	94	xxxxx	xxxx	216	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	43.9	xxxxx	xxxxx	22.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			43.9			22.6		
ApproachLOS:	*			*			E			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1000 MERIDIAN/HARMON

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	0	932	117	74	1110	1	1	0	1	2	0	10
ApproachDel:	xxxxxx			xxxxxx			43.9			22.6		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=2]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2248]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=12]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2248]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1000 MERIDIAN/HARMON

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	0	932	117	74	1110	1	1	0	1	2	0	10

Major Street Volume: 2234
Minor Approach Volume: 12
Minor Approach Volume Threshold: 8 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

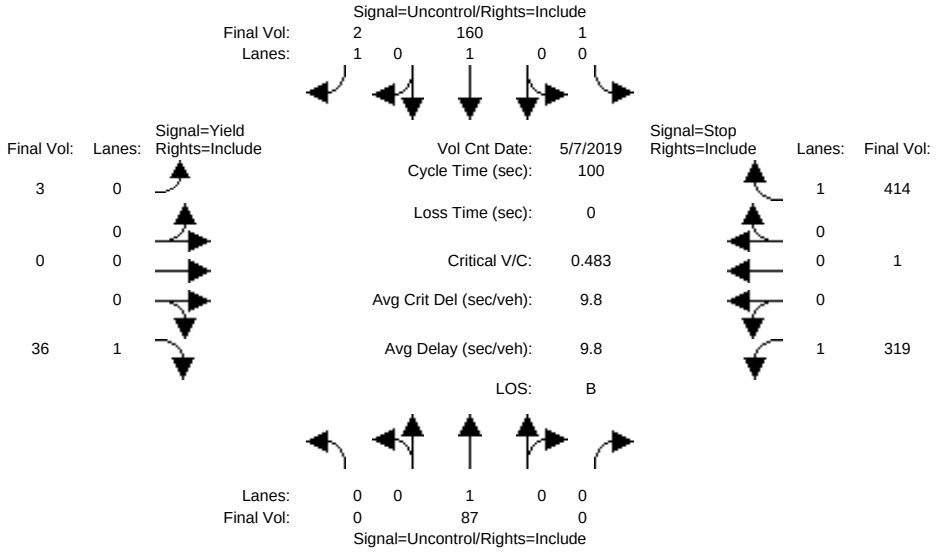
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Avenues
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #2000: RACE/I-280 OFF-RAMP



Street Name:	Race Street						I-280 Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 7 May 2019 << 4:45 - 5:45												
Base Vol:	0	87	0	1	160	2	3	0	36	319	1	414
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	87	0	1	160	2	3	0	36	319	1	414
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	87	0	1	160	2	3	0	36	319	1	414
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	87	0	1	160	2	3	0	36	319	1	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	87	0	1	160	2	3	0	36	319	1	414
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	87	xxxx	xxxxx	457	249	160	268	251	87
Potent Cap.:	xxxx	xxxx	xxxxx	1522	xxxx	xxxxx	518	657	890	689	656	977
Move Cap.:	xxxx	xxxx	xxxxx	1522	xxxx	xxxxx	298	657	890	661	655	977
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.00	0.04	0.48	0.00	0.42
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	772	xxxxx	661	xxxx	976
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.2	xxxxx	2.7	xxxx	2.2
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	9.9	xxxxx	15.5	xxxx	11.4
Shared LOS:	*	*	*	A	*	*	*	A	*	C	*	B
ApproachDel:	xxxxxx			xxxxxx			9.9			13.2		
ApproachLOS:	*			*			A			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2000 RACE/I-280 OFF-RAMP

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Lanes:	0 0 1	0	0	0 1	0	0 1	0 0	1! 0	0	0 1	0	1 0
Initial Vol:	0	87	0	1	160	2	3	0	36	319	1	414
ApproachDel:	xxxxxx			xxxxxx			9.9			13.2		

Approach[eastbound][lanes=1][control=Yield Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Controller not stop sign.
Signal Warrant Rule #2: [approach volume=39]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1023]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.7]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=734]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1023]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2000 RACE/I-280 OFF-RAMP

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Lanes:	0 0 1	0	0	0 1	0	0 1	0 0	1! 0	0	0 1	0	1 0
Initial Vol:	0	87	0	1	160	2	3	0	36	319	1	414

Major Street Volume: 250
Minor Approach Volume: 734
Minor Approach Volume Threshold: 970

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

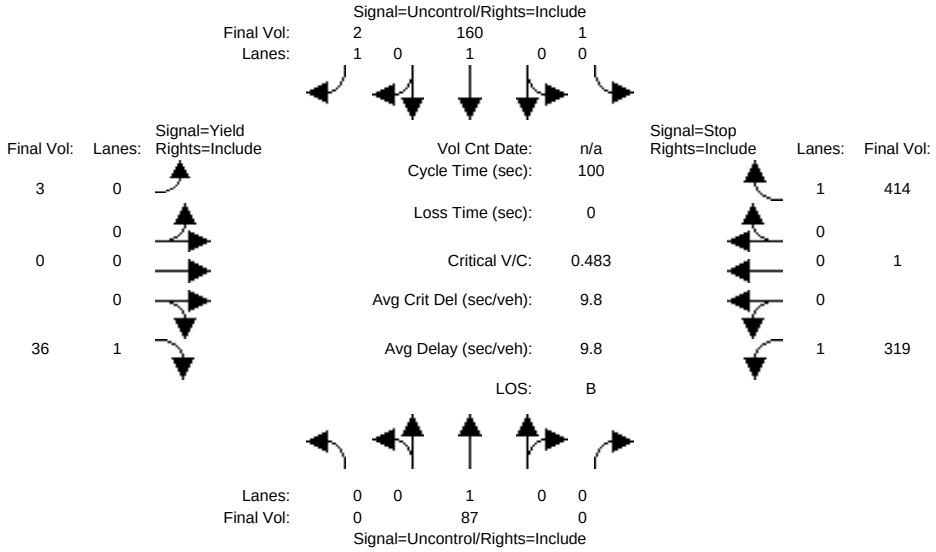
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #2000: RACE/I-280 OFF-RAMP



Street Name:	Race Street						I-280 Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	87	0	1	160	2	3	0	36	319	1	414
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	87	0	1	160	2	3	0	36	319	1	414
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	87	0	1	160	2	3	0	36	319	1	414
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	87	0	1	160	2	3	0	36	319	1	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	87	0	1	160	2	3	0	36	319	1	414
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	87	xxxx	xxxxx	457	249	160	268	251	87
Potent Cap.:	xxxx	xxxx	xxxxx	1522	xxxx	xxxxx	518	657	890	689	656	977
Move Cap.:	xxxx	xxxx	xxxxx	1522	xxxx	xxxxx	298	657	890	661	655	977
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.00	0.04	0.48	0.00	0.42
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	772	xxxxx	661	xxxx	976
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.2	xxxxx	2.7	xxxx	2.2
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	9.9	xxxxx	15.5	xxxx	11.4
Shared LOS:	*	*	*	A	*	*	*	A	*	C	*	B
ApproachDel:	xxxxxx			xxxxxx			9.9			13.2		
ApproachLOS:	*			*			A			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2000 RACE/I-280 OFF-RAMP

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Lanes:	0 0	1	0 0	0	1 0	0 1	0	0 1!	0 0	0	1 0	1 0
Initial Vol:	0	87	0	1	160	2	3	0	36	319	1	414
ApproachDel:	xxxxxx			xxxxxx			9.9			13.2		

Approach[eastbound][lanes=1][control=Yield Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Controller not stop sign.
Signal Warrant Rule #2: [approach volume=39]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1023]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.7]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=734]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1023]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2000 RACE/I-280 OFF-RAMP

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Lanes:	0 0	1	0 0	0	1 0	0 1	0	0 1!	0 0	0	1 0	1 0
Initial Vol:	0	87	0	1	160	2	3	0	36	319	1	414

Major Street Volume: 250
Minor Approach Volume: 734
Minor Approach Volume Threshold: 970

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

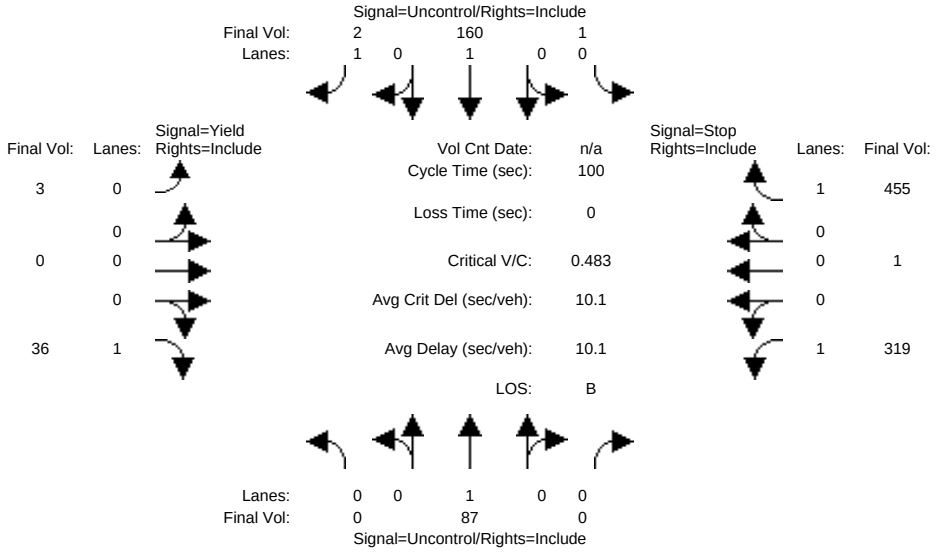
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Project PM

Intersection #2000: RACE/I-280 OFF-RAMP



Street Name:	Race Street						I-280 Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	87	0	1	160	2	3	0	36	319	1	414
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	87	0	1	160	2	3	0	36	319	1	414
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	87	0	1	160	2	3	0	36	319	1	455
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	87	0	1	160	2	3	0	36	319	1	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	87	0	1	160	2	3	0	36	319	1	455
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	87	xxxx	xxxxx	477	249	160	268	251	87
Potent Cap.:	xxxx	xxxx	xxxxx	1522	xxxx	xxxxx	502	657	890	689	656	977
Move Cap.:	xxxx	xxxx	xxxxx	1522	xxxx	xxxxx	268	657	890	661	655	977
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.00	0.04	0.48	0.00	0.47
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	755	xxxxx	661	xxxx	976
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.2	xxxxx	2.7	xxxx	2.5
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	10.0	xxxxx	15.5	xxxx	11.9
Shared LOS:	*	*	*	A	*	*	*	B	*	C	*	B
ApproachDel:	xxxxxx			xxxxxx			10.0			13.4		
ApproachLOS:	*			*			B			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2000 RACE/I-280 OFF-RAMP

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Lanes:	0 0 1	0	0	0 1	0	0 1	0 0	1! 0	0	0 1	0	1 0
Initial Vol:	0	87	0	1	160	2	3	0	36	319	1	455
ApproachDel:	xxxxxx			xxxxxx			10.0			13.4		

Approach[eastbound][lanes=1][control=Yield Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Controller not stop sign.
Signal Warrant Rule #2: [approach volume=39]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1064]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.9]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=775]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1064]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2000 RACE/I-280 OFF-RAMP

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Yield Sign			Stop Sign		
Lanes:	0 0 1	0	0	0 1	0	0 1	0 0	1! 0	0	0 1	0	1 0
Initial Vol:	0	87	0	1	160	2	3	0	36	319	1	455

Major Street Volume: 250
Minor Approach Volume: 775
Minor Approach Volume Threshold: 970

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

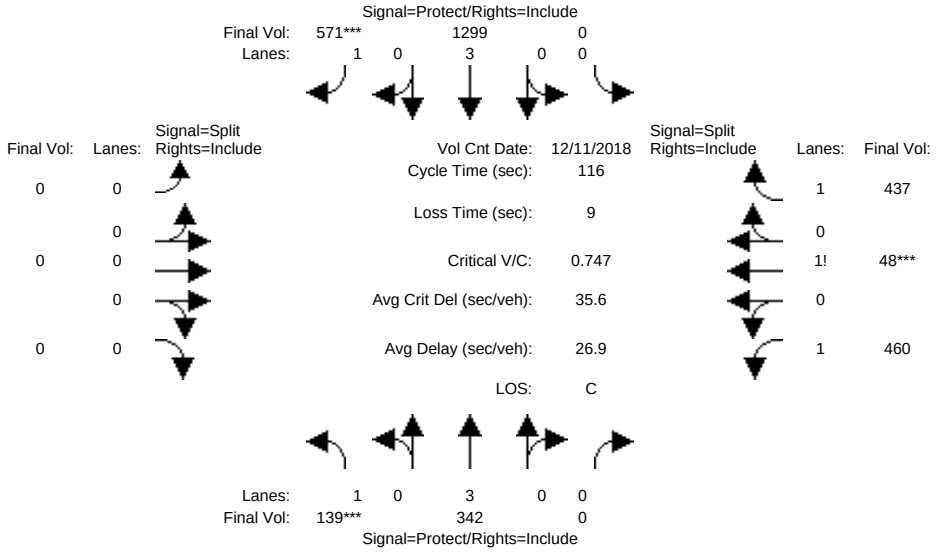
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3032: 280/BIRD (N)



Street Name:	Bird Avenue						280 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:15 - 6:15 PM												
Base Vol:	139	342	0	0	1299	571	0	0	0	460	48	437
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	342	0	0	1299	571	0	0	0	460	48	437
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	342	0	0	1299	571	0	0	0	460	48	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	342	0	0	1299	571	0	0	0	460	48	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	342	0	0	1299	571	0	0	0	460	48	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	342	0	0	1299	571	0	0	0	460	48	437
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.46	0.10	1.44
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2561	169	2520
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.00	0.00	0.23	0.33	0.00	0.00	0.00	0.18	0.28	0.17
Crit Moves:	****					****					****	
Green Time:	12.3	63.0	0.0	0.0	50.6	50.6	0.0	0.0	0.0	44.0	44.0	44.0
Volume/Cap:	0.75	0.11	0.00	0.00	0.52	0.75	0.00	0.00	0.00	0.47	0.75	0.46
Delay/Veh:	65.6	12.9	0.0	0.0	24.0	31.4	0.0	0.0	0.0	27.4	33.7	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	12.9	0.0	0.0	24.0	31.4	0.0	0.0	0.0	27.4	33.7	27.2
LOS by Move:	E	B	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	6	2	0	0	11	18	0	0	0	9	18	9

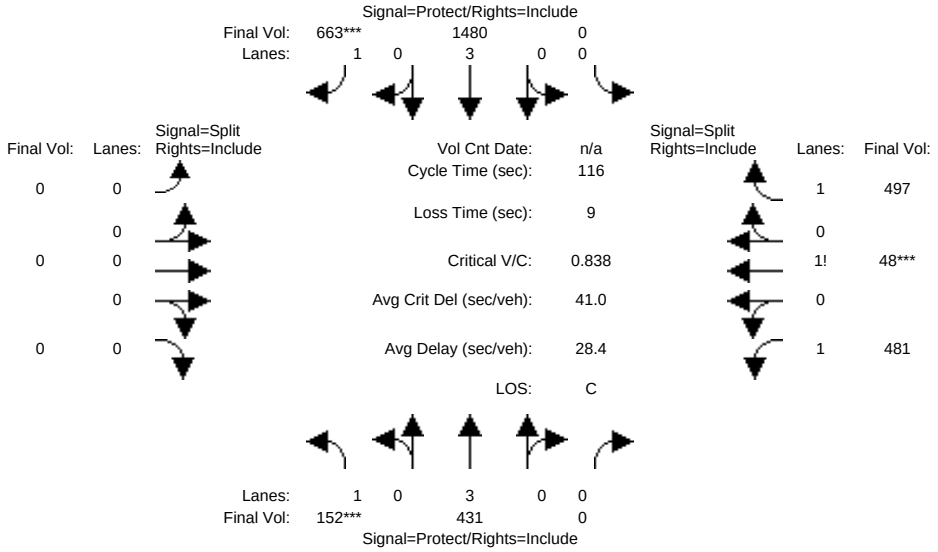
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3032: 280/BIRD (N)



Street Name:	Bird Avenue						280 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	152	431	0	0	1480	663	0	0	0	481	48	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	431	0	0	1480	663	0	0	0	481	48	497
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	431	0	0	1480	663	0	0	0	481	48	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	431	0	0	1480	663	0	0	0	481	48	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	431	0	0	1480	663	0	0	0	481	48	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	431	0	0	1480	663	0	0	0	481	48	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.45	0.09	1.46
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2534	156	2560
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.00	0.00	0.26	0.38	0.00	0.00	0.00	0.19	0.31	0.19
Crit Moves:	****					****					****	
Green Time:	12.0	64.5	0.0	0.0	52.5	52.5	0.0	0.0	0.0	42.5	42.5	42.5
Volume/Cap:	0.84	0.14	0.00	0.00	0.57	0.84	0.00	0.00	0.00	0.52	0.84	0.53
Delay/Veh:	78.5	12.4	0.0	0.0	23.8	35.8	0.0	0.0	0.0	29.0	38.8	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.5	12.4	0.0	0.0	23.8	35.8	0.0	0.0	0.0	29.0	38.8	29.2
LOS by Move:	E	B	A	A	C	D	A	A	A	C	D	C
HCM2kAvgQ:	6	2	0	0	12	23	0	0	0	10	21	10

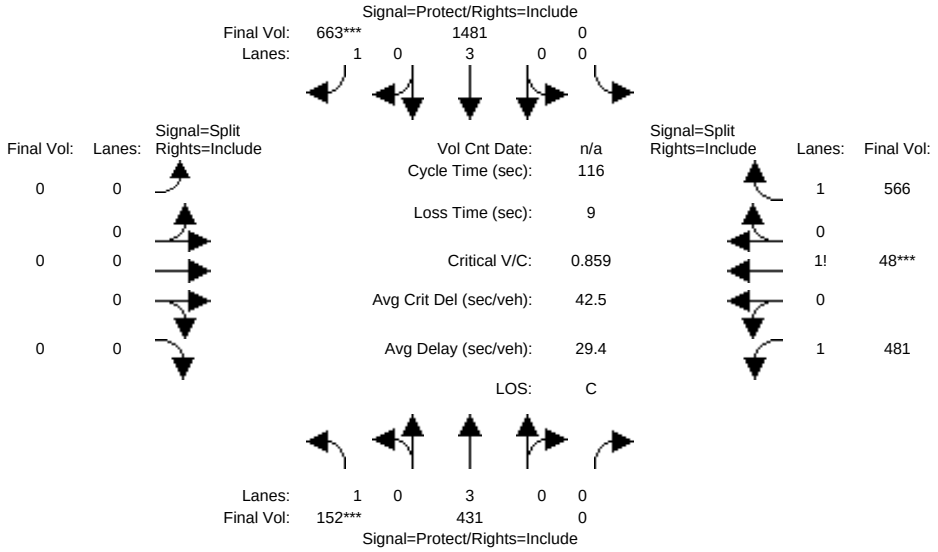
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3032: 280/BIRD (N)



Street Name:	Bird Avenue						280 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	152	431	0	0	1480	663	0	0	0	481	48	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	431	0	0	1480	663	0	0	0	481	48	497
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	431	0	0	1481	663	0	0	0	481	48	566
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	431	0	0	1481	663	0	0	0	481	48	566
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	431	0	0	1481	663	0	0	0	481	48	566
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	431	0	0	1481	663	0	0	0	481	48	566
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.42	0.08	1.50
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2486	147	2617
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.00	0.00	0.26	0.38	0.00	0.00	0.00	0.19	0.33	0.22
Crit Moves:	****					****					****	
Green Time:	11.7	62.9	0.0	0.0	51.2	51.2	0.0	0.0	0.0	44.1	44.1	44.1
Volume/Cap:	0.86	0.14	0.00	0.00	0.59	0.86	0.00	0.00	0.00	0.51	0.86	0.57
Delay/Veh:	83.2	13.2	0.0	0.0	24.9	38.7	0.0	0.0	0.0	27.8	39.2	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.2	13.2	0.0	0.0	24.9	38.7	0.0	0.0	0.0	27.8	39.2	28.8
LOS by Move:	F	B	A	A	C	D	A	A	A	C	D	C
HCM2kAvgQ:	7	2	0	0	13	24	0	0	0	10	23	12

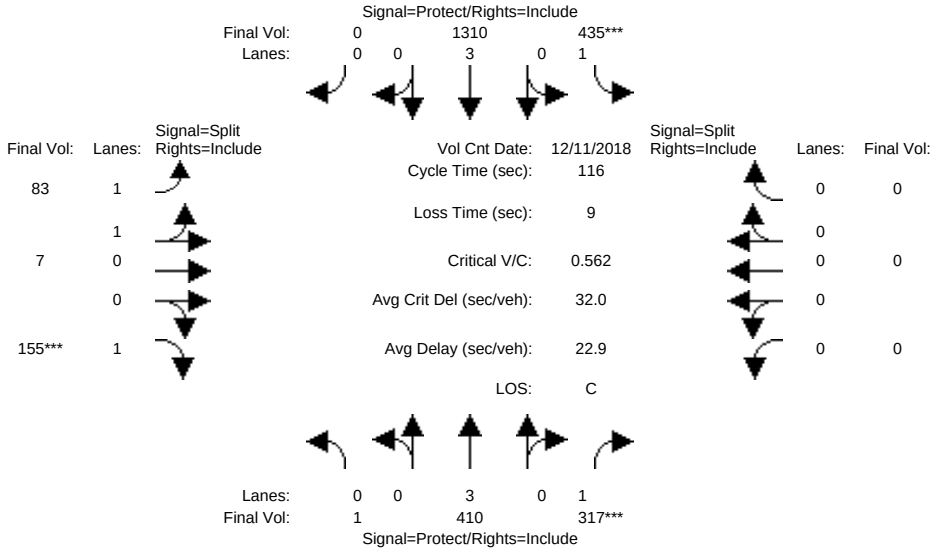
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3033: 280/BIRD (S)



Street Name:	Bird Avenue						280 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:00 - 6:00 PM												
Base Vol:	1	410	317	435	1310	0	83	7	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	410	317	435	1310	0	83	7	155	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	410	317	435	1310	0	83	7	155	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	410	317	435	1310	0	83	7	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	410	317	435	1310	0	83	7	155	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	410	317	435	1310	0	83	7	155	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.01	2.99	1.00	1.00	3.00	0.00	1.85	0.15	1.00	0.00	0.00	0.00
Final Sat.:	14	5586	1750	1750	5700	0	3274	276	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.18	0.25	0.23	0.00	0.03	0.03	0.09	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	21.5	37.4	37.4	51.3	67.2	0.0	18.3	18.3	18.3	0.0	0.0	0.0
Volume/Cap:	0.40	0.23	0.56	0.56	0.40	0.00	0.16	0.16	0.56	0.00	0.00	0.00
Delay/Veh:	41.8	28.8	33.8	24.9	13.4	0.0	42.4	42.4	47.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	28.8	33.8	24.9	13.4	0.0	42.4	42.4	47.8	0.0	0.0	0.0
LOS by Move:	D	C	C	C	B	A	D	D	D	A	A	A
HCM2kAvgQ:	5	4	10	12	8	0	2	2	6	0	0	0

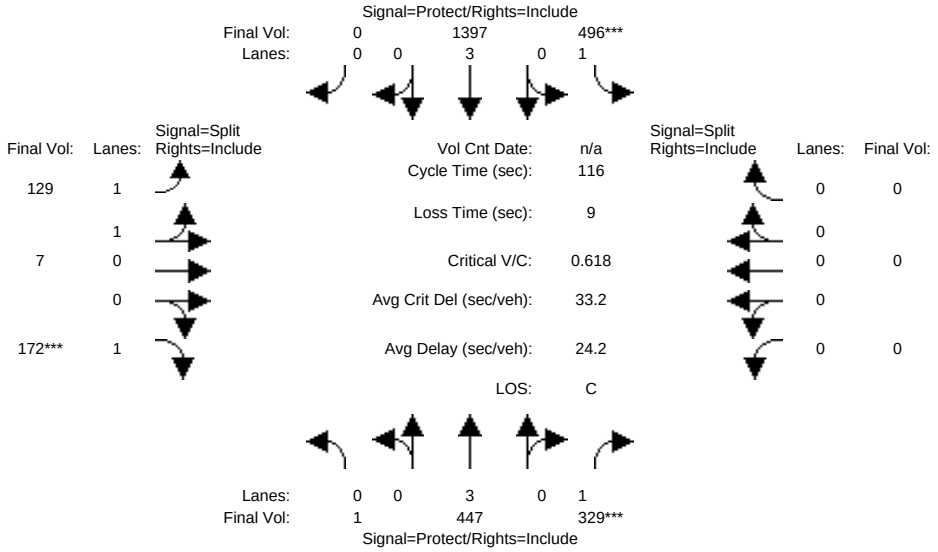
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3033: 280/BIRD (S)



Street Name:	Bird Avenue						280 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	447	329	496	1397	0	129	7	172	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	447	329	496	1397	0	129	7	172	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	447	329	496	1397	0	129	7	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	447	329	496	1397	0	129	7	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	447	329	496	1397	0	129	7	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	447	329	496	1397	0	129	7	172	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.01	2.99	1.00	1.00	3.00	0.00	1.90	0.10	1.00	0.00	0.00	0.00
Final Sat.:	12	5587	1750	1750	5700	0	3367	183	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.19	0.28	0.25	0.00	0.04	0.04	0.10	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	21.8	35.3	35.3	53.2	66.8	0.0	18.5	18.5	18.5	0.0	0.0	0.0
Volume/Cap:	0.43	0.26	0.62	0.62	0.43	0.00	0.24	0.24	0.62	0.00	0.00	0.00
Delay/Veh:	41.9	30.6	36.8	25.2	13.9	0.0	42.9	42.9	49.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	30.6	36.8	25.2	13.9	0.0	42.9	42.9	49.6	0.0	0.0	0.0
LOS by Move:	D	C	D	C	B	A	D	D	D	A	A	A
HCM2kAvgQ:	5	4	11	14	9	0	2	2	7	0	0	0

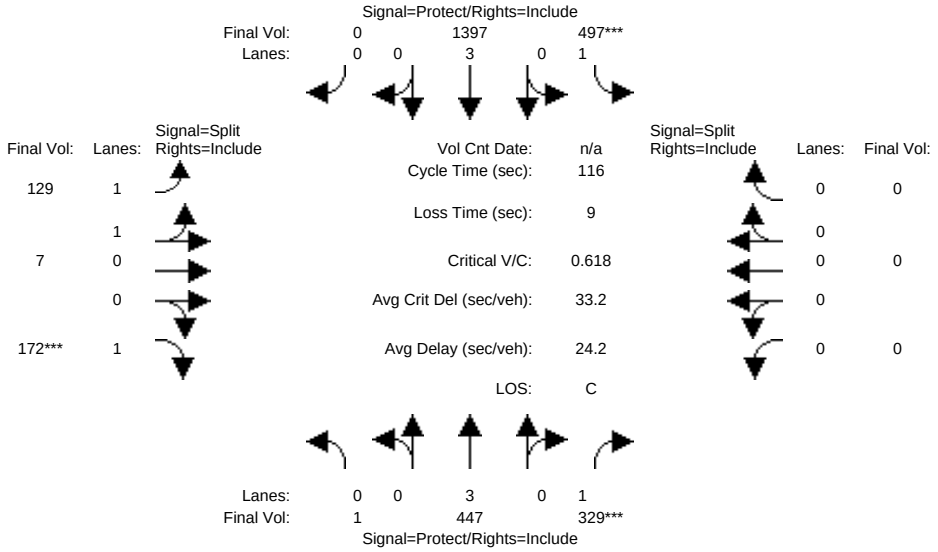
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3033: 280/BIRD (S)



Street Name:	Bird Avenue						280 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	447	329	496	1397	0	129	7	172	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	447	329	496	1397	0	129	7	172	0	0	0
Added Vol:	0	0	0	1	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	447	329	497	1397	0	129	7	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	447	329	497	1397	0	129	7	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	447	329	497	1397	0	129	7	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	447	329	497	1397	0	129	7	172	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.01	2.99	1.00	1.00	3.00	0.00	1.90	0.10	1.00	0.00	0.00	0.00
Final Sat.:	12	5587	1750	1750	5700	0	3367	183	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.19	0.28	0.25	0.00	0.04	0.04	0.10	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	21.8	35.3	35.3	53.3	66.8	0.0	18.4	18.4	18.4	0.0	0.0	0.0
Volume/Cap:	0.43	0.26	0.62	0.62	0.43	0.00	0.24	0.24	0.62	0.00	0.00	0.00
Delay/Veh:	41.9	30.6	36.8	25.1	13.9	0.0	42.9	42.9	49.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	30.6	36.8	25.1	13.9	0.0	42.9	42.9	49.7	0.0	0.0	0.0
LOS by Move:	D	C	D	C	B	A	D	D	D	A	A	A
HCM2kAvgQ:	5	4	11	14	9	0	2	2	7	0	0	0

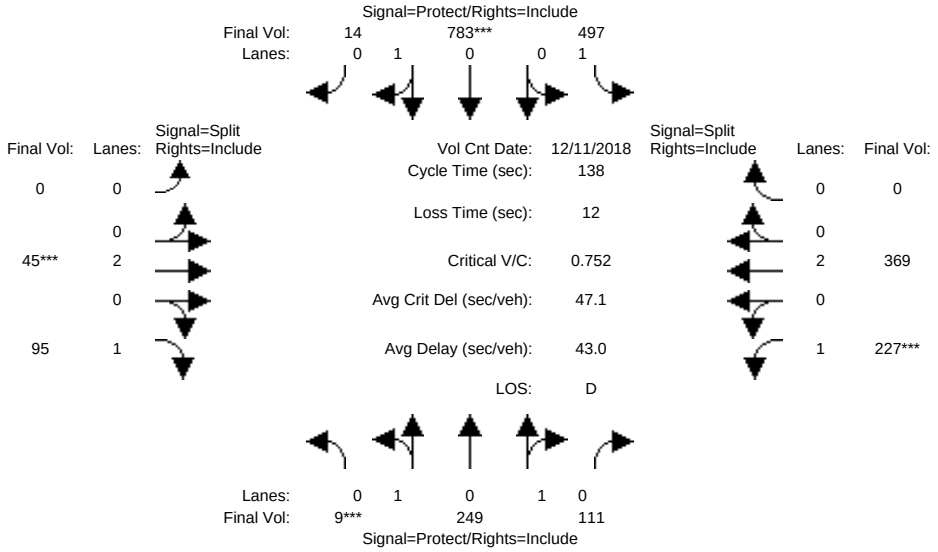
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3059: ALAMEDA/RACE *



Street Name:	Martin/Race						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:00 - 6:00 PM												
Base Vol:	9	249	111	497	783	14	0	45	95	227	369	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	249	111	497	783	14	0	45	95	227	369	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	249	111	497	783	14	0	45	95	227	369	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	249	111	497	783	14	0	45	95	227	369	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	249	111	497	783	14	0	45	95	227	369	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	249	111	497	783	14	0	45	95	227	369	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.05	1.35	0.60	1.00	0.98	0.02	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	88	2429	1083	1750	1768	32	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.28	0.44	0.44	0.00	0.01	0.05	0.13	0.10	0.00
Crit Moves:	****				****			****		****		
Green Time:	17.6	24.9	24.9	68.9	76.1	76.1	0.0	10.0	10.0	22.3	22.3	0.0
Volume/Cap:	0.80	0.57	0.57	0.57	0.80	0.80	0.00	0.16	0.75	0.80	0.60	0.00
Delay/Veh:	68.3	52.9	52.9	25.1	29.7	29.7	0.0	60.4	84.4	70.9	55.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	52.9	52.9	25.1	29.7	29.7	0.0	60.4	84.4	70.9	55.4	0.0
LOS by Move:	E	D	D	C	C	C	A	E	F	E	E	A
HCM2kAvgQ:	8	7	7	16	30	30	0	1	6	12	8	0

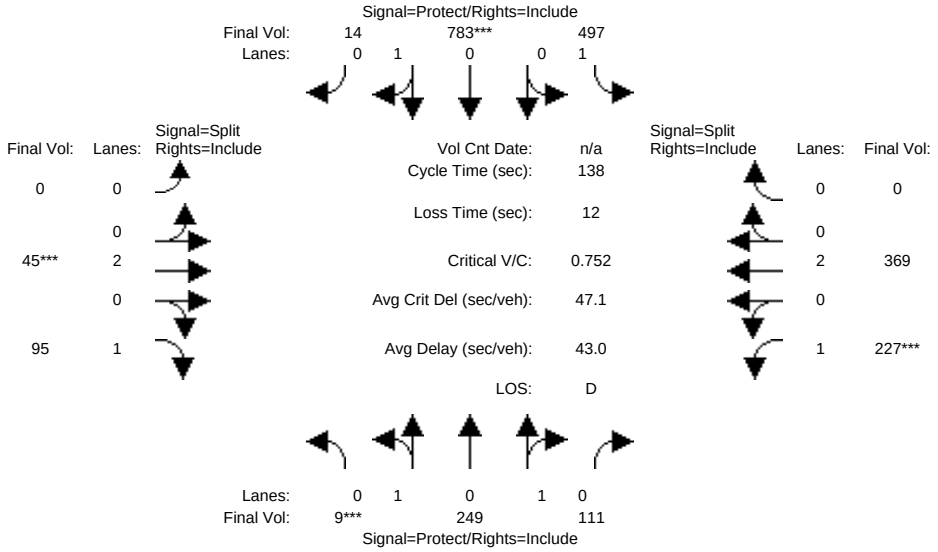
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3059: ALAMEDA/RACE *



Street Name:	Martin/Race						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	249	111	497	783	14	0	45	95	227	369	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	249	111	497	783	14	0	45	95	227	369	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	249	111	497	783	14	0	45	95	227	369	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	249	111	497	783	14	0	45	95	227	369	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	249	111	497	783	14	0	45	95	227	369	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	249	111	497	783	14	0	45	95	227	369	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.05	1.35	0.60	1.00	0.98	0.02	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	88	2429	1083	1750	1768	32	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.28	0.44	0.44	0.00	0.01	0.05	0.13	0.10	0.00
Crit Moves:	****				****			****		****		
Green Time:	17.6	24.9	24.9	68.9	76.1	76.1	0.0	10.0	10.0	22.3	22.3	0.0
Volume/Cap:	0.80	0.57	0.57	0.57	0.80	0.80	0.00	0.16	0.75	0.80	0.60	0.00
Delay/Veh:	68.3	52.9	52.9	25.1	29.7	29.7	0.0	60.4	84.4	70.9	55.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	52.9	52.9	25.1	29.7	29.7	0.0	60.4	84.4	70.9	55.4	0.0
LOS by Move:	E	D	D	C	C	C	A	E	F	E	E	A
HCM2kAvgQ:	8	7	7	16	30	30	0	1	6	12	8	0

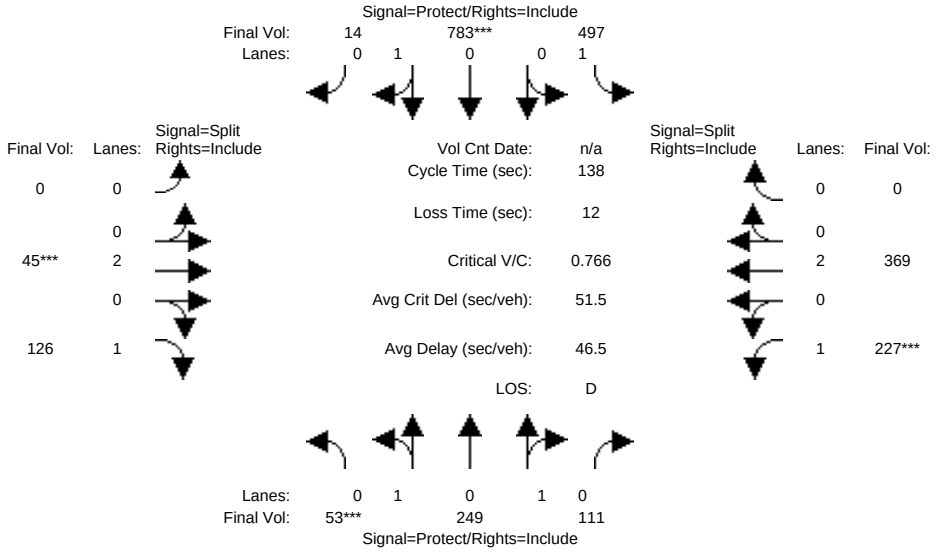
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3059: ALAMEDA/RACE *



Street Name:	Martin/Race						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	249	111	497	783	14	0	45	95	227	369	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	249	111	497	783	14	0	45	95	227	369	0
Added Vol:	44	0	0	0	0	0	0	0	31	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	249	111	497	783	14	0	45	126	227	369	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	249	111	497	783	14	0	45	126	227	369	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	249	111	497	783	14	0	45	126	227	369	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	249	111	497	783	14	0	45	126	227	369	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.26	1.20	0.54	1.00	0.98	0.02	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	462	2170	968	1750	1768	32	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.28	0.44	0.44	0.00	0.01	0.07	0.13	0.10	0.00
Crit Moves:	****				****			****		****		
Green Time:	18.9	26.4	26.4	65.3	72.8	72.8	0.0	13.0	13.0	21.3	21.3	0.0
Volume/Cap:	0.84	0.60	0.60	0.60	0.84	0.84	0.00	0.13	0.77	0.84	0.63	0.00
Delay/Veh:	70.2	52.5	52.5	28.0	34.3	34.3	0.0	57.5	80.1	76.8	56.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.2	52.5	52.5	28.0	34.3	34.3	0.0	57.5	80.1	76.8	56.8	0.0
LOS by Move:	E	D	D	C	C	C	A	E	F	E	E	A
HCM2kAvgQ:	10	8	8	17	32	32	0	1	7	13	8	0

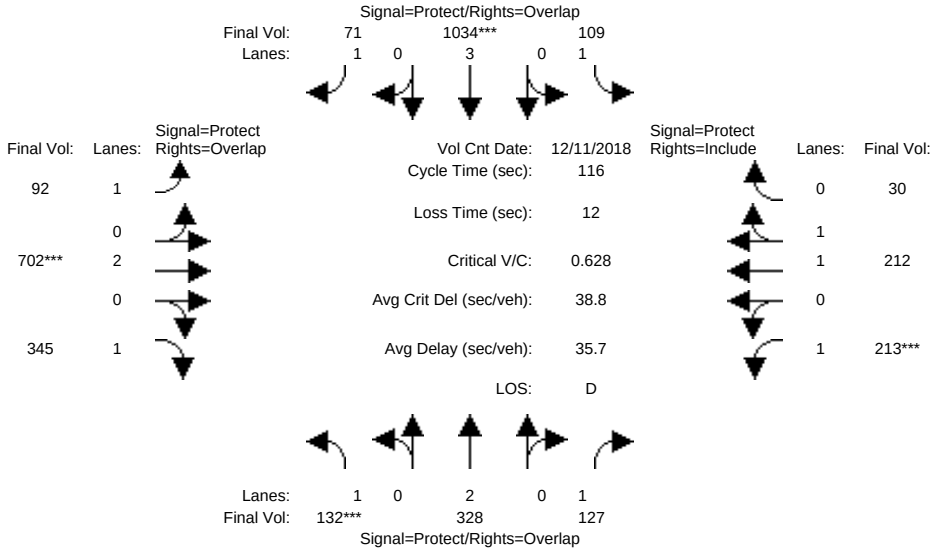
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3077: BIRD/SAN CARLOS



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

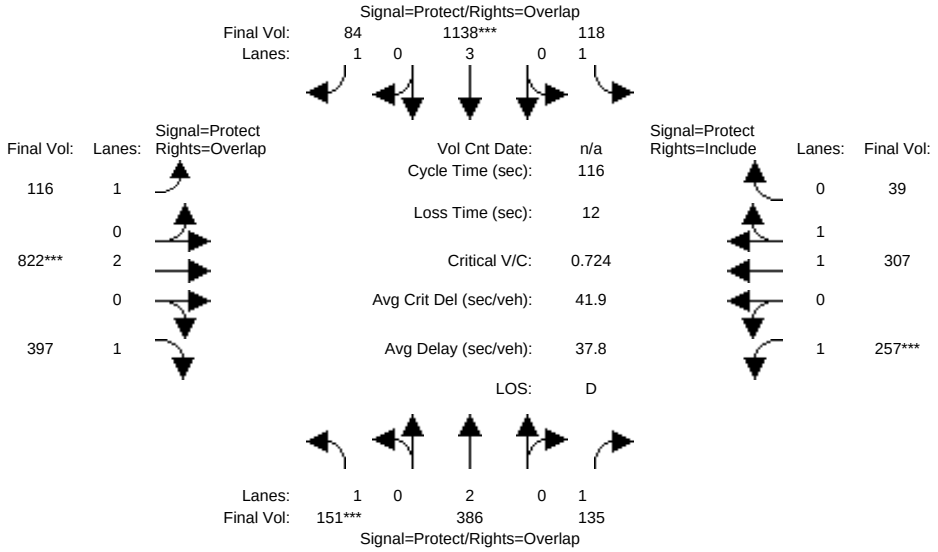
Note: Queue reported is the number of cars per lane.

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San Jose, CA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3077: BIRD/SAN CARLOS



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	151	386	135	118	1138	84	116	822	397	257	307	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	386	135	118	1138	84	116	822	397	257	307	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	386	135	118	1138	84	116	822	397	257	307	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	386	135	118	1138	84	116	822	397	257	307	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	386	135	118	1138	84	116	822	397	257	307	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	386	135	118	1138	84	116	822	397	257	307	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3283	417
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.08	0.07	0.20	0.05	0.07	0.22	0.23	0.15	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	13.8	27.5	51.1	18.3	32.0	56.1	24.1	34.7	48.5	23.5	34.1	34.1
Volume/Cap:	0.72	0.43	0.18	0.43	0.72	0.10	0.32	0.72	0.54	0.72	0.32	0.32
Delay/Veh:	61.1	37.9	19.8	45.2	39.7	16.3	39.5	38.7	26.3	50.4	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	37.9	19.8	45.2	39.7	16.3	39.5	38.7	26.3	50.4	32.1	32.1
LOS by Move:	E	D	B	D	D	B	D	D	C	D	C	C
HCM2kAvgQ:	6	6	3	4	13	2	4	14	12	11	5	5

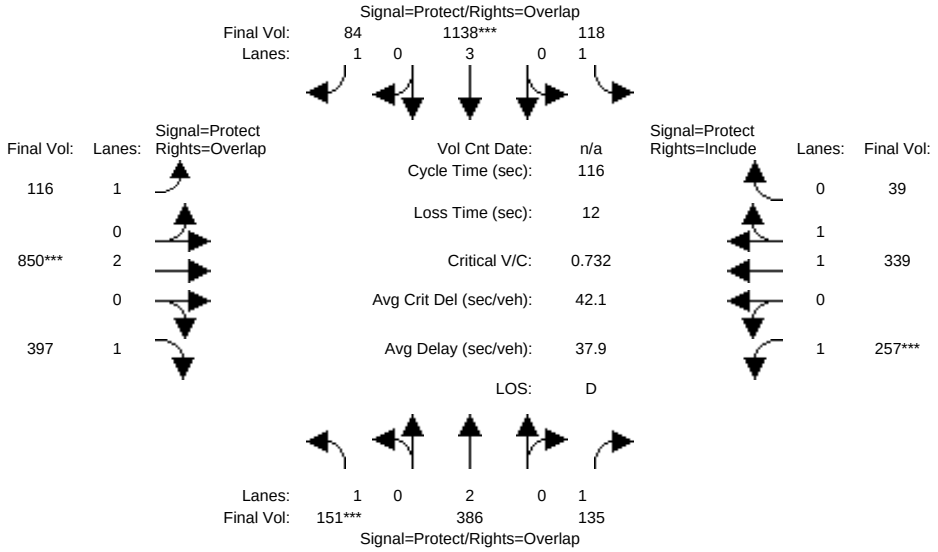
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3077: BIRD/SAN CARLOS



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	151	386	135	118	1138	84	116	822	397	257	307	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	386	135	118	1138	84	116	822	397	257	307	39
Added Vol:	0	0	0	0	0	0	0	28	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	386	135	118	1138	84	116	850	397	257	339	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	386	135	118	1138	84	116	850	397	257	339	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	386	135	118	1138	84	116	850	397	257	339	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	386	135	118	1138	84	116	850	397	257	339	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3318	382
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.08	0.07	0.20	0.05	0.07	0.22	0.23	0.15	0.10	0.10
Crit Moves:	****				****			****		****		
Green Time:	13.7	27.2	50.5	18.1	31.6	54.7	23.1	35.4	49.1	23.3	35.6	35.6
Volume/Cap:	0.73	0.43	0.18	0.43	0.73	0.10	0.33	0.73	0.54	0.73	0.33	0.33
Delay/Veh:	62.0	38.1	20.2	45.4	40.2	17.1	40.4	38.5	25.7	51.2	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	38.1	20.2	45.4	40.2	17.1	40.4	38.5	25.7	51.2	31.2	31.2
LOS by Move:	E	D	C	D	D	B	D	D	C	D	C	C
HCM2kAvgQ:	6	6	3	4	14	2	4	15	11	11	5	5

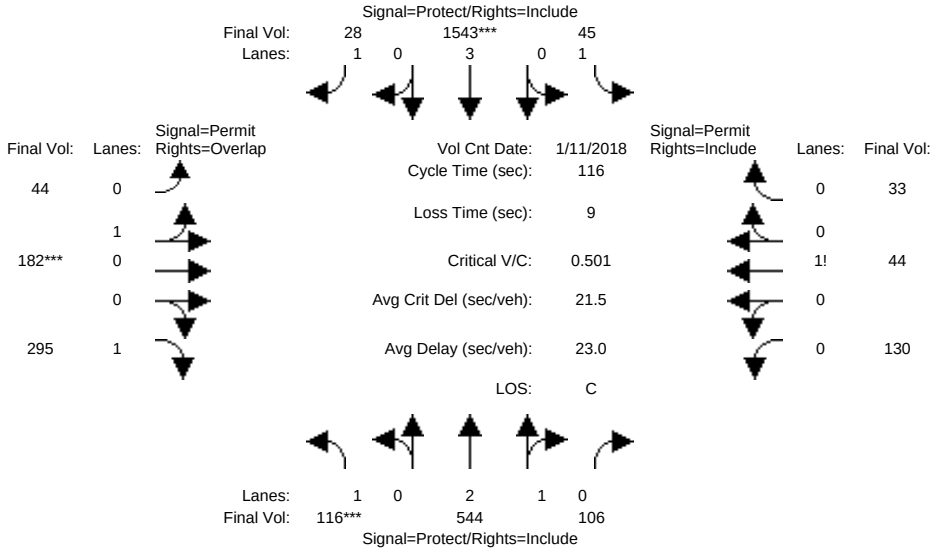
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3266: BIRD/AUZERAIS



Street Name:	Bird Avenue						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2018 <<												
Base Vol:	116	544	106	45	1543	28	44	182	295	130	44	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	544	106	45	1543	28	44	182	295	130	44	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	544	106	45	1543	28	44	182	295	130	44	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	544	106	45	1543	28	44	182	295	130	44	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	544	106	45	1543	28	44	182	295	130	44	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	544	106	45	1543	28	44	182	295	130	44	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.49	0.51	1.00	3.00	1.00	0.19	0.81	1.00	0.63	0.21	0.16
Final Sat.:	1750	4686	913	1750	5700	1750	350	1450	1750	1099	372	279
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.03	0.27	0.02	0.13	0.13	0.17	0.12	0.12	0.12
Crit Moves:	****				****			****				
Green Time:	15.3	51.3	51.3	26.7	62.6	62.6	29.0	29.0	44.4	29.0	29.0	29.0
Volume/Cap:	0.50	0.26	0.26	0.11	0.50	0.03	0.50	0.50	0.44	0.47	0.47	0.47
Delay/Veh:	48.5	20.5	20.5	35.4	17.0	12.5	38.2	38.2	27.1	37.8	37.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	20.5	20.5	35.4	17.0	12.5	38.2	38.2	27.1	37.8	37.8	37.8
LOS by Move:	D	C	C	D	B	B	D	D	C	D	D	D
HCM2kAvgQ:	4	5	5	1	11	0	8	8	8	7	7	7

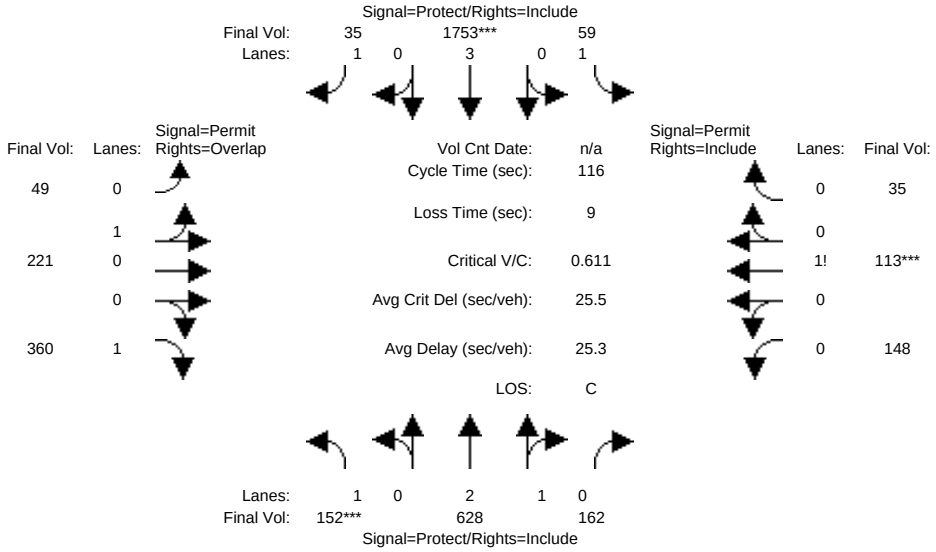
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3266: BIRD/AUZERAIS



Street Name:	Bird Avenue						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	152	628	162	59	1753	35	49	221	360	148	113	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	628	162	59	1753	35	49	221	360	148	113	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	628	162	59	1753	35	49	221	360	148	113	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	628	162	59	1753	35	49	221	360	148	113	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	628	162	59	1753	35	49	221	360	148	113	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	628	162	59	1753	35	49	221	360	148	113	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.36	0.64	1.00	3.00	1.00	0.18	0.82	1.00	0.50	0.38	0.12
Final Sat.:	1750	4450	1148	1750	5700	1750	327	1473	1750	875	668	207
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.03	0.31	0.02	0.15	0.15	0.21	0.17	0.17	0.17
Crit Moves:	****				****						****	
Green Time:	16.5	52.5	52.5	22.4	58.4	58.4	32.1	32.1	48.6	32.1	32.1	32.1
Volume/Cap:	0.61	0.31	0.31	0.17	0.61	0.04	0.54	0.54	0.49	0.61	0.61	0.61
Delay/Veh:	51.1	20.3	20.3	39.3	21.0	14.6	36.9	36.9	25.2	38.8	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	20.3	20.3	39.3	21.0	14.6	36.9	36.9	25.2	38.8	38.8	38.8
LOS by Move:	D	C	C	D	C	B	D	D	C	D	D	D
HCM2kAvgQ:	6	6	6	2	14	1	9	9	10	10	10	10

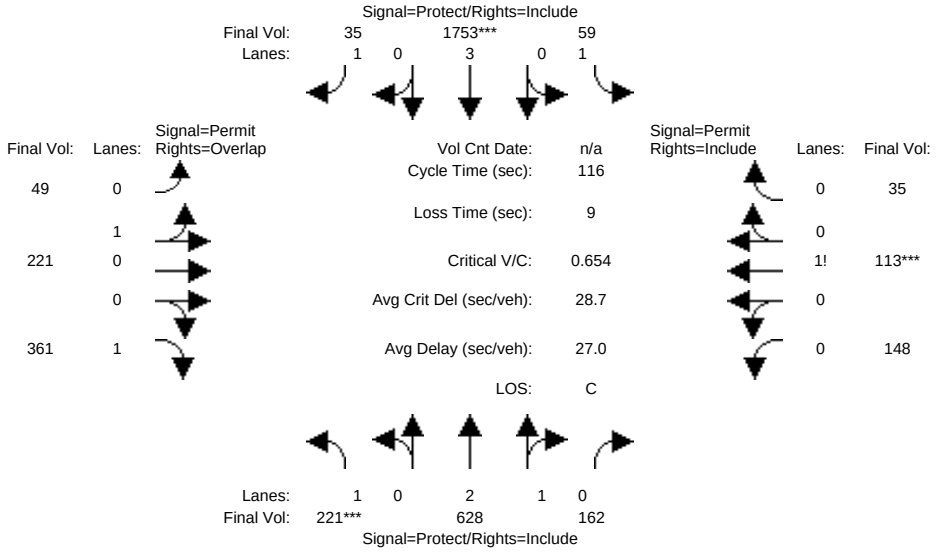
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3266: BIRD/AUZERAIS



Street Name:	Bird Avenue						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	152	628	162	59	1753	35	49	221	360	148	113	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	628	162	59	1753	35	49	221	360	148	113	35
Added Vol:	69	0	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	628	162	59	1753	35	49	221	361	148	113	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	628	162	59	1753	35	49	221	361	148	113	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	628	162	59	1753	35	49	221	361	148	113	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	628	162	59	1753	35	49	221	361	148	113	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.36	0.64	1.00	3.00	1.00	0.18	0.82	1.00	0.50	0.38	0.12
Final Sat.:	1750	4450	1148	1750	5700	1750	327	1473	1750	875	668	207
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.14	0.03	0.31	0.02	0.15	0.15	0.21	0.17	0.17	0.17
Crit Moves:	****				****						****	
Green Time:	22.4	53.9	53.9	23.1	54.6	54.6	30.0	30.0	52.4	30.0	30.0	30.0
Volume/Cap:	0.65	0.30	0.30	0.17	0.65	0.04	0.58	0.58	0.46	0.65	0.65	0.65
Delay/Veh:	47.8	19.4	19.4	38.8	24.1	16.6	39.3	39.3	22.4	41.8	41.8	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	19.4	19.4	38.8	24.1	16.6	39.3	39.3	22.4	41.8	41.8	41.8
LOS by Move:	D	B	B	D	C	B	D	D	C	D	D	D
HCM2kAvgQ:	8	6	6	2	15	1	9	9	10	11	11	11

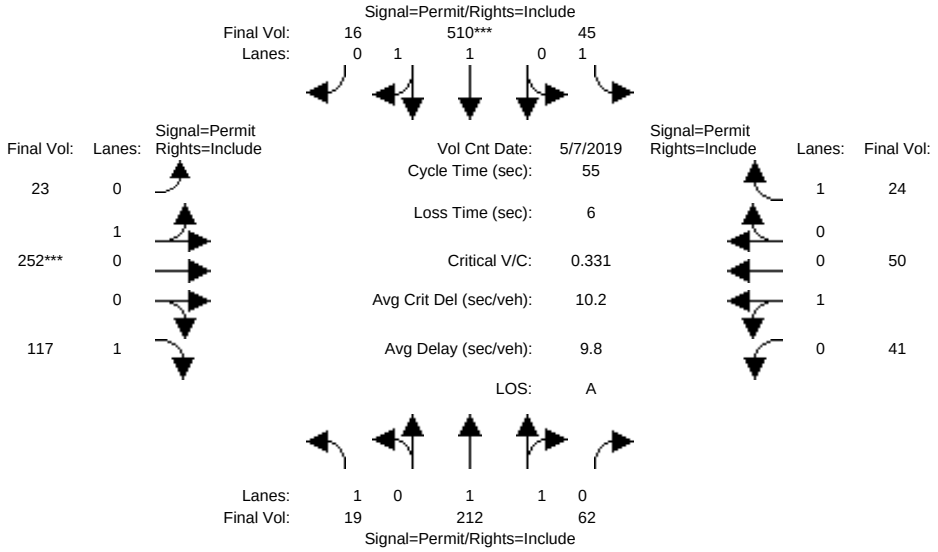
Note: Queue reported is the number of cars per lane.

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San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3268: LINCOLN/AUZERAIS



Street Name:	Lincoln Avenue						Auzerais Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 << 5:00 - 6:00												
Base Vol:	19	212	62	45	510	16	23	252	117	41	50	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	212	62	45	510	16	23	252	117	41	50	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	212	62	45	510	16	23	252	117	41	50	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	212	62	45	510	16	23	252	117	41	50	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	212	62	45	510	16	23	252	117	41	50	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	212	62	45	510	16	23	252	117	41	50	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.53	0.47	1.00	1.94	0.06	0.08	0.92	1.00	0.45	0.55	1.00
Final Sat.:	1750	2862	837	1750	3587	113	151	1649	1750	811	989	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.03	0.14	0.14	0.15	0.15	0.07	0.05	0.05	0.01
Crit Moves:					****			****				
Green Time:	23.6	23.6	23.6	23.6	23.6	23.6	25.4	25.4	25.4	25.4	25.4	25.4
Volume/Cap:	0.03	0.17	0.17	0.06	0.33	0.33	0.33	0.33	0.14	0.11	0.11	0.03
Delay/Veh:	9.1	9.7	9.7	9.2	10.6	10.6	9.6	9.6	8.6	8.5	8.5	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.7	9.7	9.2	10.6	10.6	9.6	9.6	8.6	8.5	8.5	8.1
LOS by Move:	A	A	A	A	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	1	1	0	3	3	3	3	1	1	1	0

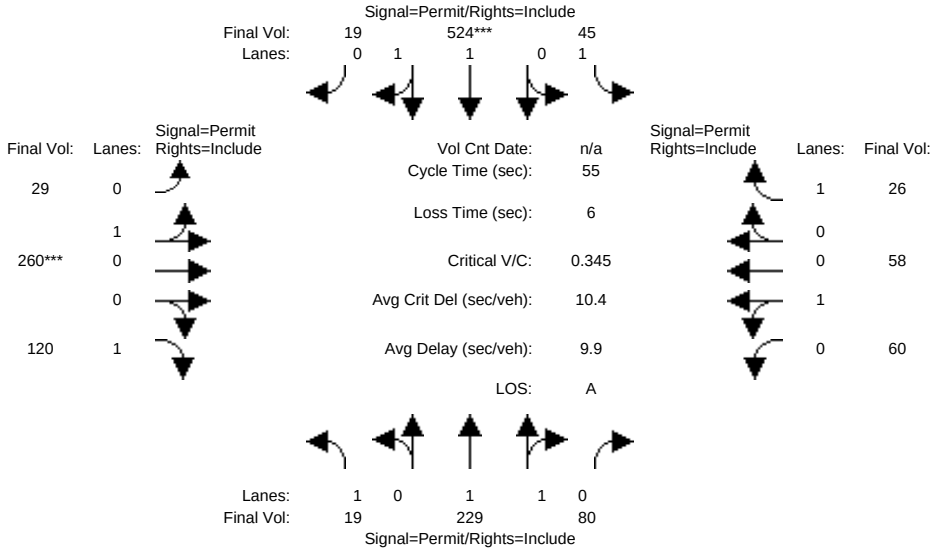
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3268: LINCOLN/AUZERAIS



Street Name:	Lincoln Avenue						Auzerais Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	229	80	45	524	19	29	260	120	60	58	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	229	80	45	524	19	29	260	120	60	58	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	229	80	45	524	19	29	260	120	60	58	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	229	80	45	524	19	29	260	120	60	58	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	229	80	45	524	19	29	260	120	60	58	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	229	80	45	524	19	29	260	120	60	58	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.47	0.53	1.00	1.93	0.07	0.10	0.90	1.00	0.51	0.49	1.00
Final Sat.:	1750	2741	958	1750	3570	129	181	1619	1750	915	885	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.03	0.15	0.15	0.16	0.16	0.07	0.07	0.07	0.01
Crit Moves:					****			****				
Green Time:	23.4	23.4	23.4	23.4	23.4	23.4	25.6	25.6	25.6	25.6	25.6	25.6
Volume/Cap:	0.03	0.20	0.20	0.06	0.34	0.34	0.34	0.34	0.15	0.14	0.14	0.03
Delay/Veh:	9.2	10.0	10.0	9.4	10.8	10.8	9.6	9.6	8.5	8.5	8.5	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	10.0	10.0	9.4	10.8	10.8	9.6	9.6	8.5	8.5	8.5	8.0
LOS by Move:	A	A	A	A	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	0	3	3	3	3	1	1	1	0

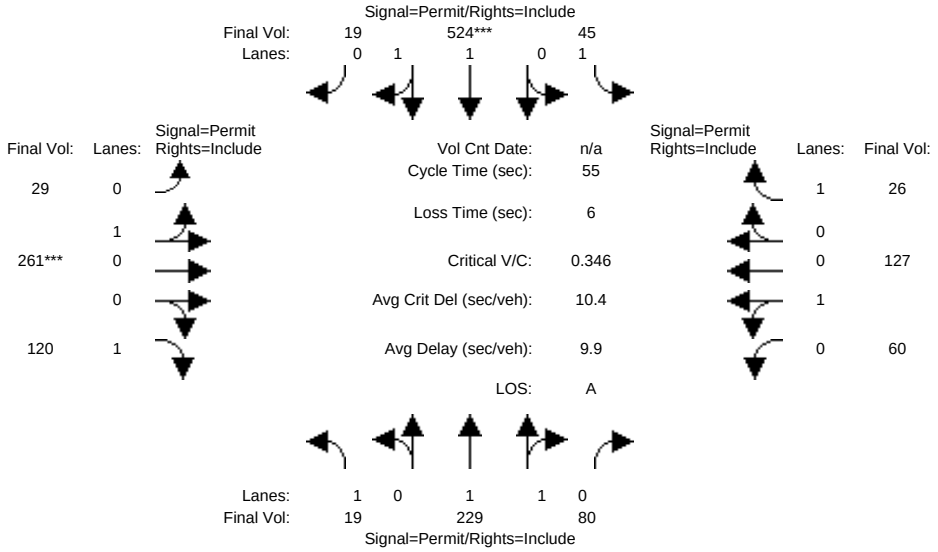
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3268: LINCOLN/AUZERAIS



Street Name:	Lincoln Avenue						Auzerais Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	229	80	45	524	19	29	260	120	60	58	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	229	80	45	524	19	29	260	120	60	58	26
Added Vol:	0	0	0	0	0	0	0	1	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	229	80	45	524	19	29	261	120	60	127	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	229	80	45	524	19	29	261	120	60	127	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	229	80	45	524	19	29	261	120	60	127	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	229	80	45	524	19	29	261	120	60	127	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.47	0.53	1.00	1.93	0.07	0.10	0.90	1.00	0.32	0.68	1.00
Final Sat.:	1750	2741	958	1750	3570	129	180	1620	1750	578	1222	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.03	0.15	0.15	0.16	0.16	0.07	0.10	0.10	0.01
Crit Moves:					****			****				
Green Time:	23.4	23.4	23.4	23.4	23.4	23.4	25.6	25.6	25.6	25.6	25.6	25.6
Volume/Cap:	0.03	0.20	0.20	0.06	0.35	0.35	0.35	0.35	0.15	0.22	0.22	0.03
Delay/Veh:	9.2	10.0	10.0	9.4	10.8	10.8	9.6	9.6	8.5	8.9	8.9	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	10.0	10.0	9.4	10.8	10.8	9.6	9.6	8.5	8.9	8.9	8.0
LOS by Move:	A	A	A	A	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	0	3	3	3	3	1	2	2	0

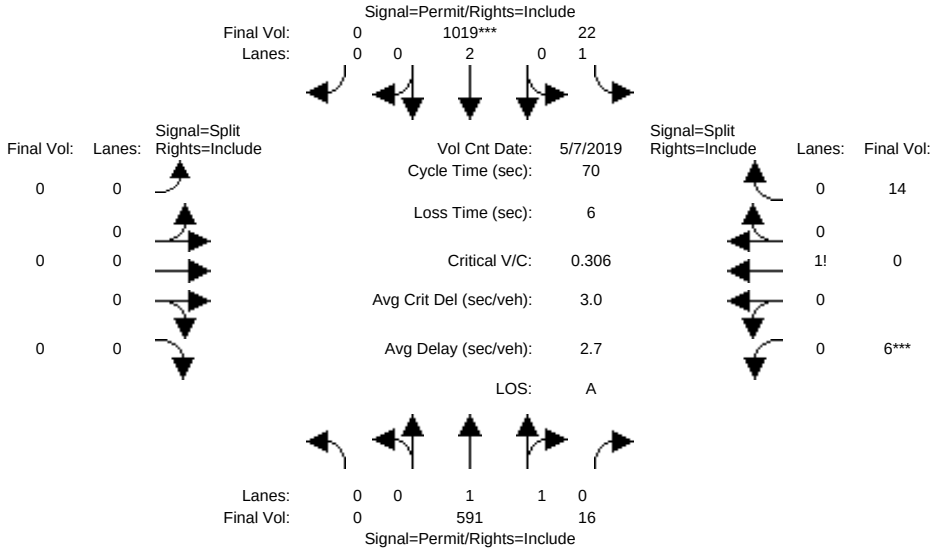
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3269: MERIDIAN/AUZERAIS



Street Name:	Meridian Avenue						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	10	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 << 5:00 - 6:00												
Base Vol:	0	591	16	22	1019	0	0	0	0	6	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	591	16	22	1019	0	0	0	0	6	0	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	591	16	22	1019	0	0	0	0	6	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	591	16	22	1019	0	0	0	0	6	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	591	16	22	1019	0	0	0	0	6	0	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	591	16	22	1019	0	0	0	0	6	0	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	3602	98	1750	3800	0	0	0	0	525	0	1225
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.01	0.27	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:					****					****		
Green Time:	0.0	54.0	54.0	54.0	54.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.21	0.21	0.02	0.35	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Delay/Veh:	0.0	2.2	2.2	1.9	2.6	0.0	0.0	0.0	0.0	26.1	0.0	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.2	2.2	1.9	2.6	0.0	0.0	0.0	0.0	26.1	0.0	26.1
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	2	2	0	3	0	0	0	0	0	0	0

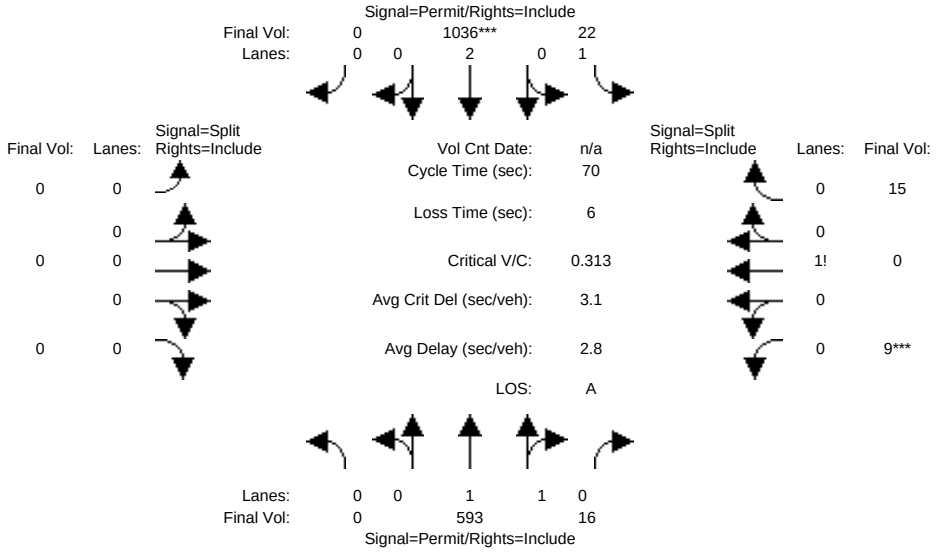
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3269: MERIDIAN/AUZERAIS



Street Name:	Meridian Avenue						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	10	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	593	16	22	1036	0	0	0	0	9	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	593	16	22	1036	0	0	0	0	9	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	593	16	22	1036	0	0	0	0	9	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	593	16	22	1036	0	0	0	0	9	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	593	16	22	1036	0	0	0	0	9	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	593	16	22	1036	0	0	0	0	9	0	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	0.37	0.00	0.63
Final Sat.:	0	3603	97	1750	3800	0	0	0	0	656	0	1094
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.01	0.27	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:					****					****		
Green Time:	0.0	54.0	54.0	54.0	54.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.21	0.21	0.02	0.35	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Delay/Veh:	0.0	2.2	2.2	1.9	2.6	0.0	0.0	0.0	0.0	26.2	0.0	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.2	2.2	1.9	2.6	0.0	0.0	0.0	0.0	26.2	0.0	26.2
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	2	2	0	3	0	0	0	0	1	0	1

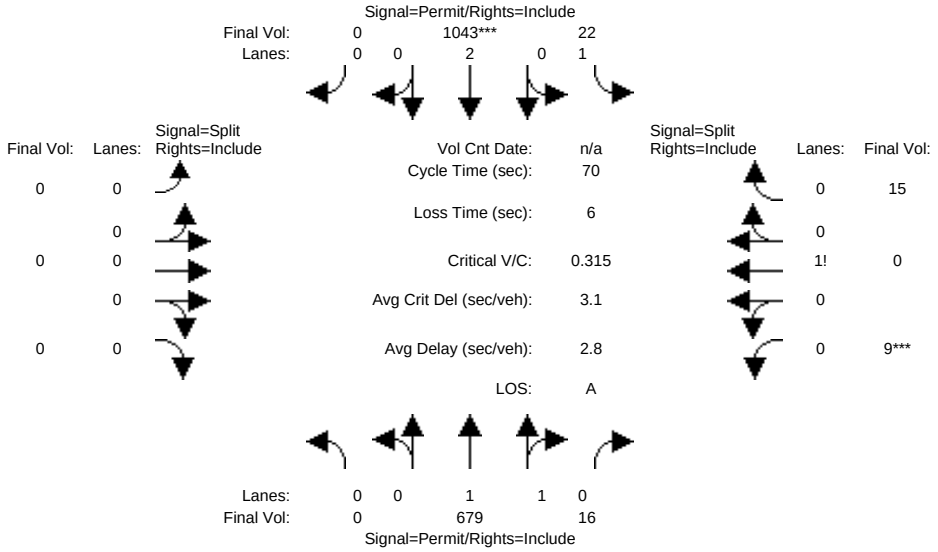
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3269: MERIDIAN/AUZERAIS



Street Name:	Meridian Avenue						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	10	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	593	16	22	1036	0	0	0	0	9	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	593	16	22	1036	0	0	0	0	9	0	15
Added Vol:	0	86	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	679	16	22	1043	0	0	0	0	9	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	679	16	22	1043	0	0	0	0	9	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	679	16	22	1043	0	0	0	0	9	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	679	16	22	1043	0	0	0	0	9	0	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	0.37	0.00	0.63
Final Sat.:	0	3615	85	1750	3800	0	0	0	0	656	0	1094
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.01	0.27	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:					****					****		
Green Time:	0.0	54.0	54.0	54.0	54.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.24	0.24	0.02	0.36	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Delay/Veh:	0.0	2.3	2.3	1.9	2.6	0.0	0.0	0.0	0.0	26.2	0.0	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.3	2.3	1.9	2.6	0.0	0.0	0.0	0.0	26.2	0.0	26.2
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	2	2	0	3	0	0	0	0	1	0	1

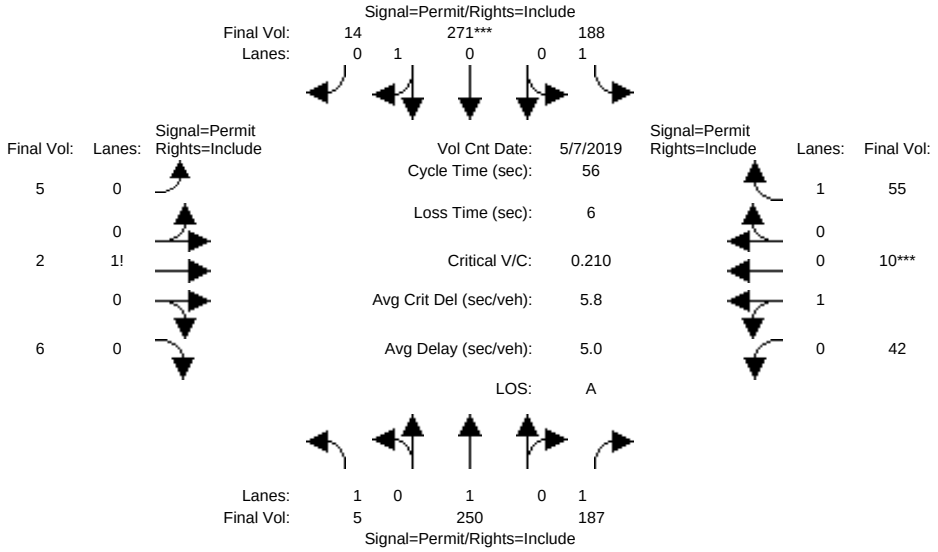
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3270: RACE/AUZERAIS



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 << 5:00 - 6:00												
Base Vol:	5	250	187	188	271	14	5	2	6	42	10	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	250	187	188	271	14	5	2	6	42	10	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	250	187	188	271	14	5	2	6	42	10	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	250	187	188	271	14	5	2	6	42	10	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	250	187	188	271	14	5	2	6	42	10	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	250	187	188	271	14	5	2	6	42	10	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.38	0.15	0.47	0.81	0.19	1.00
Final Sat.:	1750	1900	1750	1750	1712	88	673	269	808	1454	346	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.11	0.11	0.16	0.16	0.01	0.01	0.01	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	40.0	40.0	40.0	40.0	40.0	40.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.18	0.15	0.15	0.22	0.22	0.04	0.04	0.04	0.16	0.16	0.18
Delay/Veh:	2.3	2.9	2.8	2.8	3.1	3.1	19.3	19.3	19.3	20.5	20.5	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.3	2.9	2.8	2.8	3.1	3.1	19.3	19.3	19.3	20.5	20.5	20.7
LOS by Move:	A	A	A	A	A	A	B	B	B	C	C	C
HCM2kAvgQ:	0	1	1	1	2	2	0	0	0	1	1	1

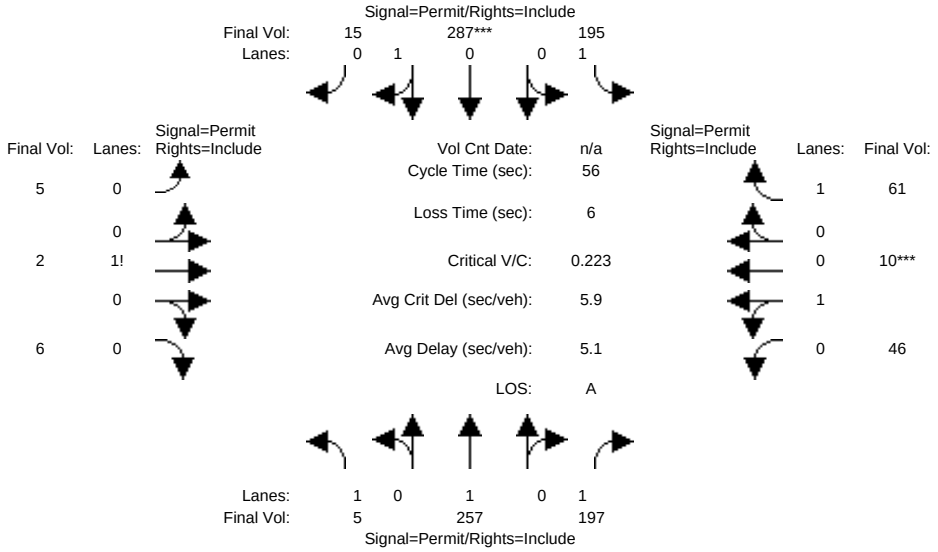
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3270: RACE/AUZERAIS



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	257	197	195	287	15	5	2	6	46	10	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	257	197	195	287	15	5	2	6	46	10	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	257	197	195	287	15	5	2	6	46	10	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	257	197	195	287	15	5	2	6	46	10	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	257	197	195	287	15	5	2	6	46	10	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	257	197	195	287	15	5	2	6	46	10	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.38	0.15	0.47	0.82	0.18	1.00
Final Sat.:	1750	1900	1750	1750	1711	89	673	269	808	1479	321	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.11	0.11	0.17	0.17	0.01	0.01	0.01	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	40.0	40.0	40.0	40.0	40.0	40.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.19	0.16	0.16	0.23	0.23	0.04	0.04	0.04	0.17	0.17	0.20
Delay/Veh:	2.3	3.0	2.8	2.8	3.2	3.2	19.3	19.3	19.3	20.7	20.7	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.3	3.0	2.8	2.8	3.2	3.2	19.3	19.3	19.3	20.7	20.7	21.0
LOS by Move:	A	A	A	A	A	A	B	B	B	C	C	C
HCM2kAvgQ:	0	2	1	1	2	2	0	0	0	1	1	1

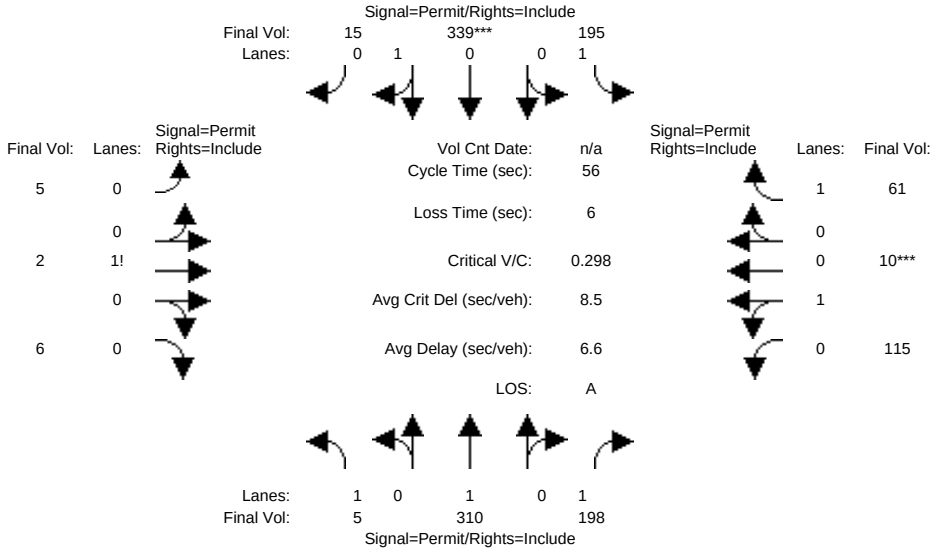
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3270: RACE/AUZERAIS



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	257	197	195	287	15	5	2	6	46	10	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	257	197	195	287	15	5	2	6	46	10	61
Added Vol:	0	53	1	0	52	0	0	0	0	69	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	310	198	195	339	15	5	2	6	115	10	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	310	198	195	339	15	5	2	6	115	10	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	310	198	195	339	15	5	2	6	115	10	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	310	198	195	339	15	5	2	6	115	10	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	0.38	0.15	0.47	0.92	0.08	1.00
Final Sat.:	1750	1900	1750	1750	1724	76	673	269	808	1656	144	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.11	0.11	0.20	0.20	0.01	0.01	0.01	0.07	0.07	0.03
Crit Moves:					****						****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	13.0	13.0	13.0	13.0	13.0	13.0
Volume/Cap:	0.00	0.25	0.17	0.17	0.30	0.30	0.03	0.03	0.03	0.30	0.30	0.15
Delay/Veh:	3.3	4.3	4.0	4.0	4.7	4.7	16.7	16.7	16.7	19.5	19.5	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.3	4.3	4.0	4.0	4.7	4.7	16.7	16.7	16.7	19.5	19.5	17.8
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	2	1	1	3	3	0	0	0	2	2	1

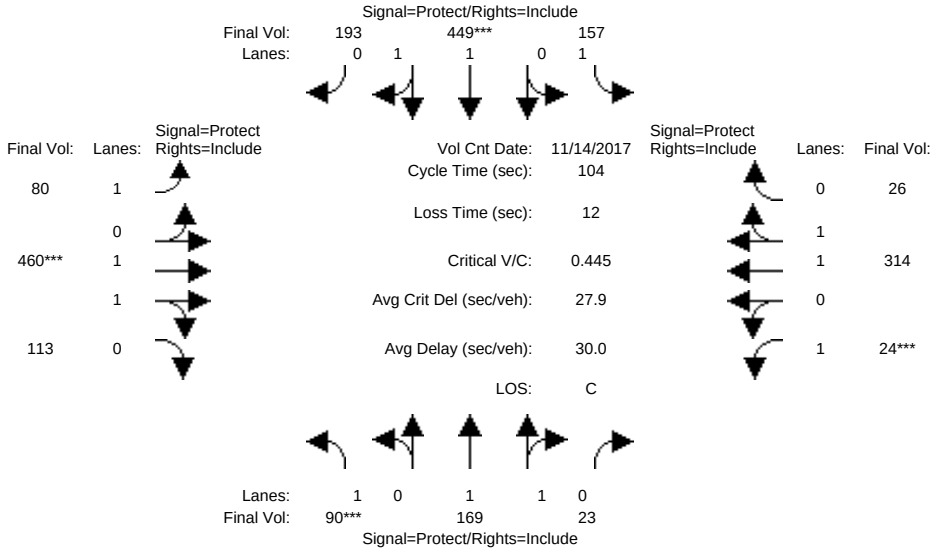
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3551: LEIGH/FRUITDALE



Street Name:	Leigh Avenue						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Nov 2017 <<												
Base Vol:	90	169	23	157	449	193	80	460	113	24	314	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	169	23	157	449	193	80	460	113	24	314	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	169	23	157	449	193	80	460	113	24	314	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	169	23	157	449	193	80	460	113	24	314	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	169	23	157	449	193	80	460	113	24	314	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	169	23	157	449	193	80	460	113	24	314	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.75	0.25	1.00	1.38	0.62	1.00	1.59	0.41	1.00	1.84	0.16
Final Sat.:	1750	3256	443	1750	2587	1112	1750	2970	730	1750	3417	283
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.09	0.17	0.17	0.05	0.15	0.15	0.01	0.09	0.09
Crit Moves:	****				****			****			****	
Green Time:	11.5	26.0	26.0	24.3	38.8	38.8	17.2	34.7	34.7	7.0	24.5	24.5
Volume/Cap:	0.46	0.21	0.21	0.38	0.46	0.46	0.28	0.46	0.46	0.20	0.39	0.39
Delay/Veh:	45.1	30.9	30.9	34.2	25.0	25.0	38.5	27.6	27.6	46.7	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	30.9	30.9	34.2	25.0	25.0	38.5	27.6	27.6	46.7	33.7	33.7
LOS by Move:	D	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	3	3	5	8	8	3	8	8	1	5	5

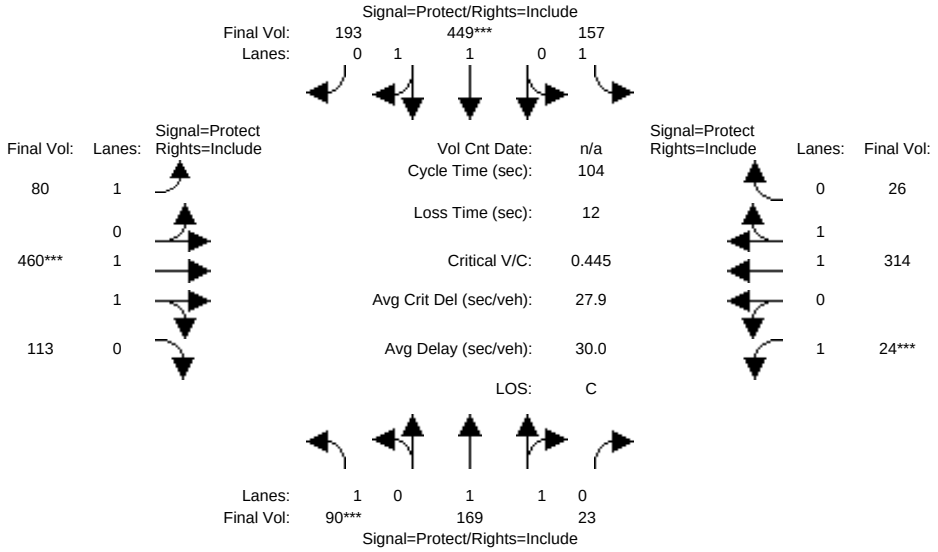
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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3551: LEIGH/FRUITDALE



Street Name:	Leigh Avenue						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	169	23	157	449	193	80	460	113	24	314	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	169	23	157	449	193	80	460	113	24	314	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	169	23	157	449	193	80	460	113	24	314	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	169	23	157	449	193	80	460	113	24	314	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	169	23	157	449	193	80	460	113	24	314	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	169	23	157	449	193	80	460	113	24	314	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.75	0.25	1.00	1.38	0.62	1.00	1.59	0.41	1.00	1.84	0.16
Final Sat.:	1750	3256	443	1750	2587	1112	1750	2970	730	1750	3417	283
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.09	0.17	0.17	0.05	0.15	0.15	0.01	0.09	0.09
Crit Moves:	****				****			****			****	
Green Time:	11.5	26.0	26.0	24.3	38.8	38.8	17.2	34.7	34.7	7.0	24.5	24.5
Volume/Cap:	0.46	0.21	0.21	0.38	0.46	0.46	0.28	0.46	0.46	0.20	0.39	0.39
Delay/Veh:	45.1	30.9	30.9	34.2	25.0	25.0	38.5	27.6	27.6	46.7	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	30.9	30.9	34.2	25.0	25.0	38.5	27.6	27.6	46.7	33.7	33.7
LOS by Move:	D	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	3	3	5	8	8	3	8	8	1	5	5

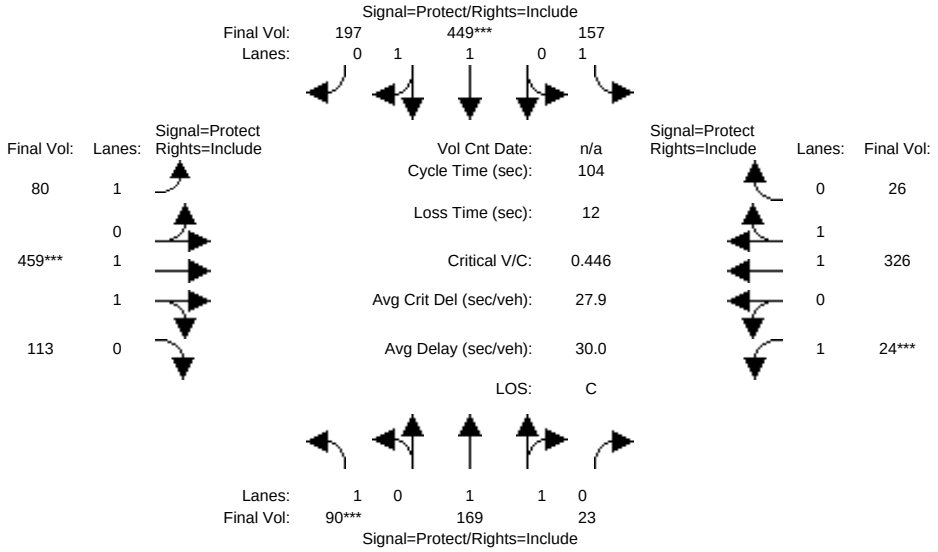
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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3551: LEIGH/FRUITDALE



Street Name:	Leigh Avenue						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	169	23	157	449	193	80	460	113	24	314	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	169	23	157	449	193	80	460	113	24	314	26
Added Vol:	0	0	0	0	0	4	0	-1	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	169	23	157	449	197	80	459	113	24	326	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	169	23	157	449	197	80	459	113	24	326	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	169	23	157	449	197	80	459	113	24	326	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	169	23	157	449	197	80	459	113	24	326	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.75	0.25	1.00	1.37	0.63	1.00	1.59	0.41	1.00	1.85	0.15
Final Sat.:	1750	3256	443	1750	2571	1128	1750	2969	731	1750	3426	273
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.09	0.17	0.17	0.05	0.15	0.15	0.01	0.10	0.10
Crit Moves:	****				****			****			****	
Green Time:	11.5	26.1	26.1	24.4	39.0	39.0	17.1	34.5	34.5	7.0	24.4	24.4
Volume/Cap:	0.47	0.21	0.21	0.38	0.47	0.47	0.28	0.47	0.47	0.20	0.41	0.41
Delay/Veh:	45.2	30.9	30.9	34.1	24.9	24.9	38.6	27.7	27.7	46.7	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	30.9	30.9	34.1	24.9	24.9	38.6	27.7	27.7	46.7	34.0	34.0
LOS by Move:	D	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	3	3	5	8	8	3	8	8	1	5	5

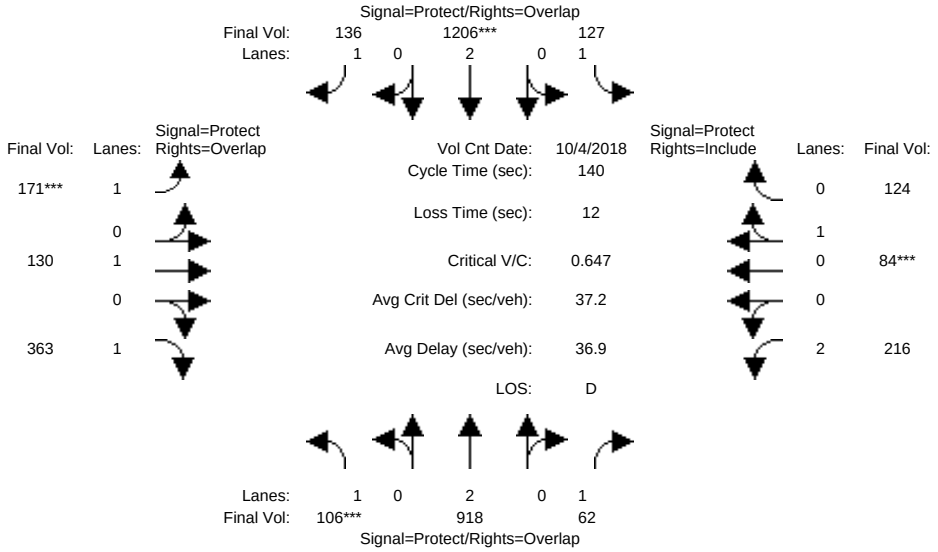
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3552: MERIDIAN/FRUITDALE



Street Name:	Meridian Avenue						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2018 <<												
Base Vol:	106	918	62	127	1206	136	171	130	363	216	84	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	918	62	127	1206	136	171	130	363	216	84	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	918	62	127	1206	136	171	130	363	216	84	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	918	62	127	1206	136	171	130	363	216	84	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	918	62	127	1206	136	171	130	363	216	84	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	918	62	127	1206	136	171	130	363	216	84	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	0.40	0.60
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	3150	727	1073
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.04	0.07	0.32	0.08	0.10	0.07	0.21	0.07	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	13.1	62.9	77.6	18.9	68.7	89.9	21.2	31.5	44.6	14.7	25.0	25.0
Volume/Cap:	0.65	0.54	0.06	0.54	0.65	0.12	0.65	0.30	0.65	0.65	0.65	0.65
Delay/Veh:	69.9	28.3	14.4	58.9	27.4	9.8	61.4	45.6	43.8	64.8	57.9	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.9	28.3	14.4	58.9	27.4	9.8	61.4	45.6	43.8	64.8	57.9	57.9
LOS by Move:	E	C	B	E	C	A	E	D	D	E	E	E
HCM2kAvgQ:	5	14	1	6	19	2	7	4	14	6	10	10

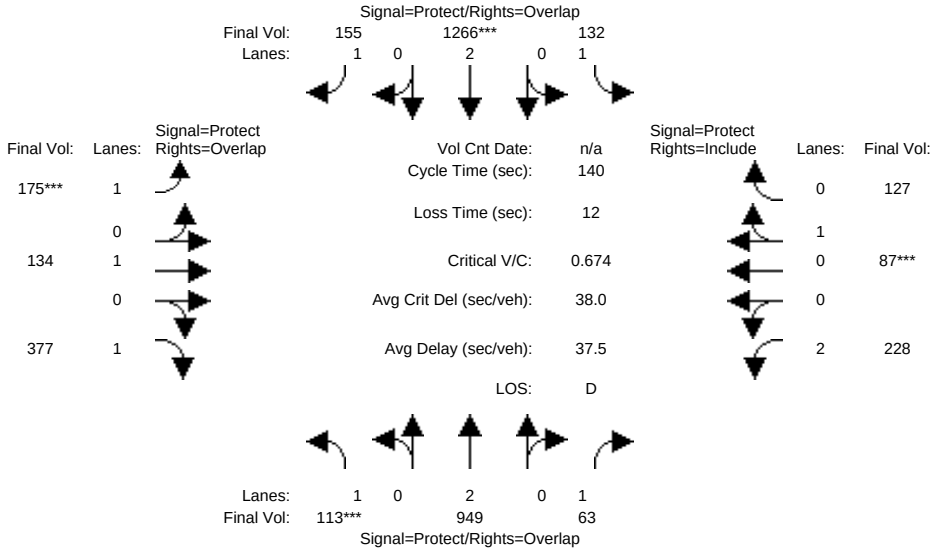
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3552: MERIDIAN/FRUITDALE



Street Name:	Meridian Avenue						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	113	949	63	132	1266	155	175	134	377	228	87	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	949	63	132	1266	155	175	134	377	228	87	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	949	63	132	1266	155	175	134	377	228	87	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	949	63	132	1266	155	175	134	377	228	87	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	949	63	132	1266	155	175	134	377	228	87	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	949	63	132	1266	155	175	134	377	228	87	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	0.41	0.59
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	3150	732	1068
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.04	0.08	0.33	0.09	0.10	0.07	0.22	0.07	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	13.4	63.4	78.1	19.2	69.2	89.9	20.8	30.7	44.1	14.7	24.7	24.7
Volume/Cap:	0.67	0.55	0.06	0.55	0.67	0.14	0.67	0.32	0.68	0.69	0.67	0.67
Delay/Veh:	71.6	28.3	14.2	59.2	27.9	9.9	63.3	46.3	45.4	66.4	59.6	59.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	28.3	14.2	59.2	27.9	9.9	63.3	46.3	45.4	66.4	59.6	59.6
LOS by Move:	E	C	B	E	C	A	E	D	D	E	E	E
HCM2kAvgQ:	5	14	1	6	21	3	8	5	15	7	10	10

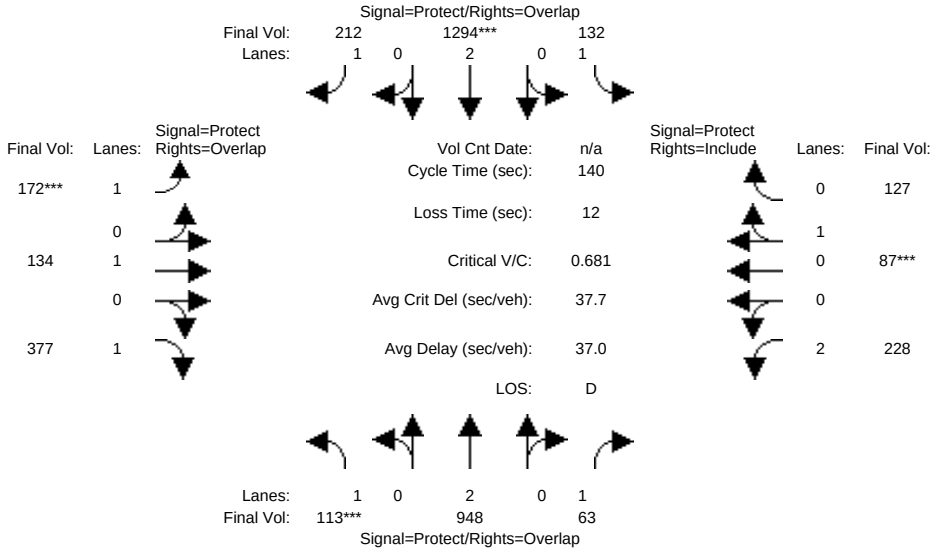
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3552: MERIDIAN/FRUITDALE



Street Name:	Meridian Avenue						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	113	949	63	132	1266	155	175	134	377	228	87	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	949	63	132	1266	155	175	134	377	228	87	127
Added Vol:	0	-1	0	0	28	57	-3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	948	63	132	1294	212	172	134	377	228	87	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	948	63	132	1294	212	172	134	377	228	87	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	948	63	132	1294	212	172	134	377	228	87	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	948	63	132	1294	212	172	134	377	228	87	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	0.41	0.59
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	3150	732	1068
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.04	0.08	0.34	0.12	0.10	0.07	0.22	0.07	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	13.3	64.0	78.5	19.3	70.0	90.3	20.2	30.2	43.5	14.5	24.5	24.5
Volume/Cap:	0.68	0.55	0.06	0.55	0.68	0.19	0.68	0.33	0.69	0.70	0.68	0.68
Delay/Veh:	72.2	27.9	14.1	58.8	27.5	10.1	64.2	46.8	46.3	67.3	60.1	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	27.9	14.1	58.8	27.5	10.1	64.2	46.8	46.3	67.3	60.1	60.1
LOS by Move:	E	C	B	E	C	B	E	D	D	E	E	E
HCM2kAvgQ:	5	14	1	6	21	4	8	5	15	7	10	10

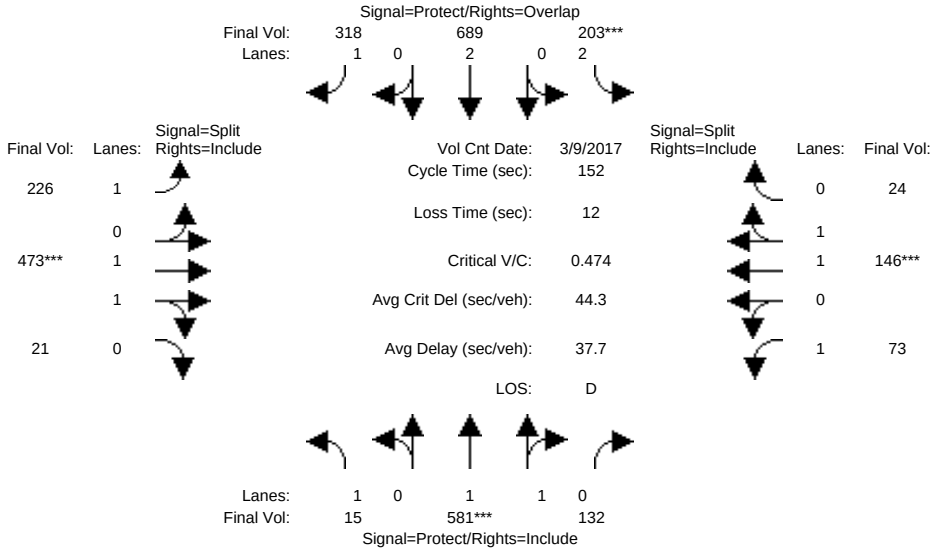
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3553: SOUTHWEST/FRUITDALE



Street Name:	Southwest Expressway						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Mar 2017 <<												
Base Vol:	15	581	132	203	689	318	226	473	21	73	146	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	581	132	203	689	318	226	473	21	73	146	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	581	132	203	689	318	226	473	21	73	146	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	581	132	203	689	318	226	473	21	73	146	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	581	132	203	689	318	226	473	21	73	146	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	581	132	203	689	318	226	473	21	73	146	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.62	0.38	2.00	2.00	1.00	1.00	1.91	0.09	1.00	1.71	0.29
Final Sat.:	1750	3014	685	3150	3800	1750	1750	3543	157	1750	3177	522
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.06	0.18	0.18	0.13	0.13	0.13	0.04	0.05	0.05
Crit Moves:		****		****				****			****	
Green Time:	16.7	61.8	61.8	20.7	65.8	108.6	42.8	42.8	42.8	14.7	14.7	14.7
Volume/Cap:	0.08	0.47	0.47	0.47	0.42	0.25	0.46	0.47	0.47	0.43	0.47	0.47
Delay/Veh:	60.9	33.4	33.4	61.5	30.1	7.7	45.7	45.6	45.6	66.4	66.0	66.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	33.4	33.4	61.5	30.1	7.7	45.7	45.6	45.6	66.4	66.0	66.0
LOS by Move:	E	C	C	E	C	A	D	D	D	E	E	E
HCM2kAvgQ:	1	12	12	6	11	5	9	9	9	3	4	4

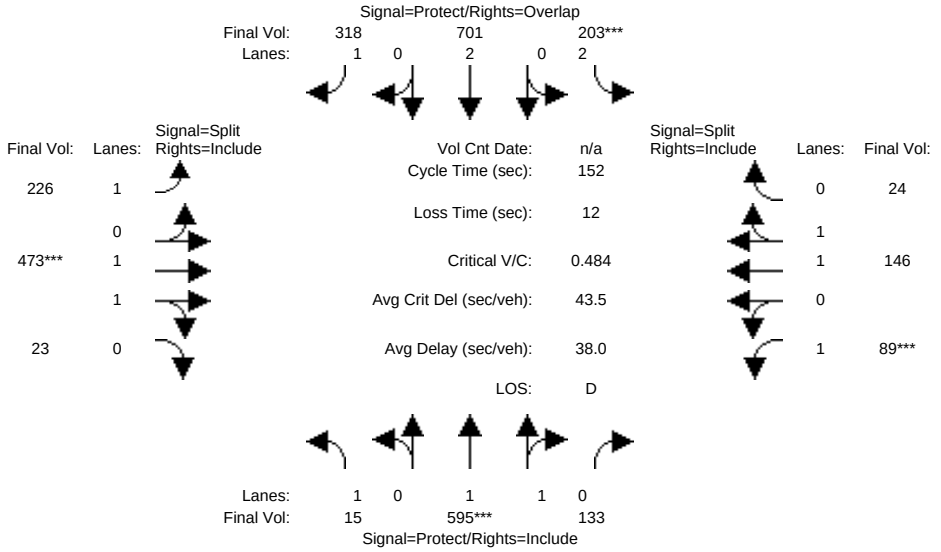
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3553: SOUTHWEST/FRUITDALE



Street Name:	Southwest Expressway						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	595	133	203	701	318	226	473	23	89	146	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	595	133	203	701	318	226	473	23	89	146	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	595	133	203	701	318	226	473	23	89	146	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	595	133	203	701	318	226	473	23	89	146	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	595	133	203	701	318	226	473	23	89	146	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	595	133	203	701	318	226	473	23	89	146	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.62	0.38	2.00	2.00	1.00	1.00	1.90	0.10	1.00	1.71	0.29
Final Sat.:	1750	3024	676	3150	3800	1750	1750	3528	172	1750	3177	522
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.06	0.18	0.18	0.13	0.13	0.13	0.05	0.05	0.05
Crit Moves:		****		****				****		****		
Green Time:	16.4	61.8	61.8	20.2	65.6	107.7	42.1	42.1	42.1	16.0	16.0	16.0
Volume/Cap:	0.08	0.48	0.48	0.48	0.43	0.26	0.47	0.48	0.48	0.48	0.44	0.44
Delay/Veh:	61.2	33.6	33.6	61.9	30.3	8.0	46.4	46.3	46.3	66.1	64.6	64.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	33.6	33.6	61.9	30.3	8.0	46.4	46.3	46.3	66.1	64.6	64.6
LOS by Move:	E	C	C	E	C	A	D	D	D	E	E	E
HCM2kAvgQ:	1	13	13	6	11	6	9	10	10	4	4	4

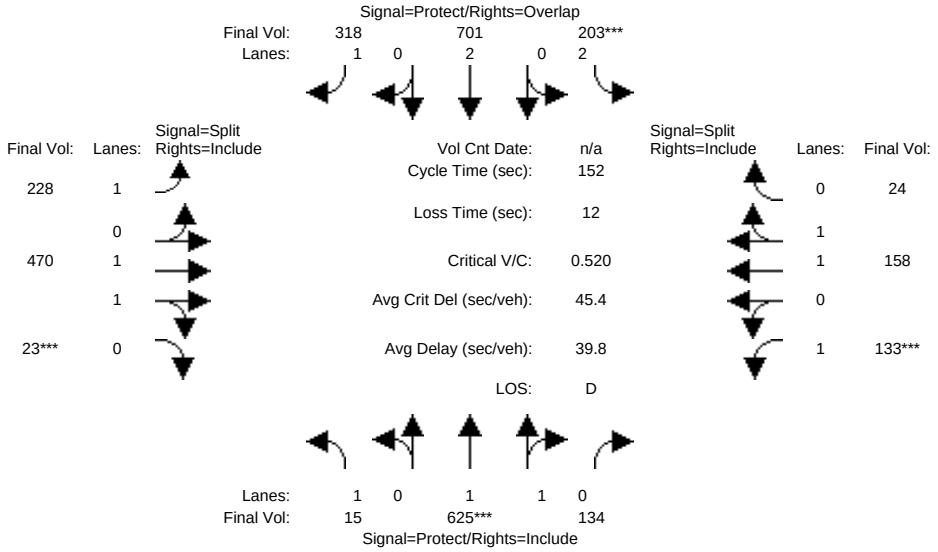
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3553: SOUTHWEST/FRUITDALE



Street Name:	Southwest Expressway						Fruitdale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	595	133	203	701	318	226	473	23	89	146	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	595	133	203	701	318	226	473	23	89	146	24
Added Vol:	0	30	1	0	0	0	2	-3	0	44	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	625	134	203	701	318	228	470	23	133	158	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	625	134	203	701	318	228	470	23	133	158	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	625	134	203	701	318	228	470	23	133	158	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	625	134	203	701	318	228	470	23	133	158	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.64	0.36	2.00	2.00	1.00	1.00	1.90	0.10	1.00	1.73	0.27
Final Sat.:	1750	3046	653	3150	3800	1750	1750	3527	173	1750	3212	488
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.06	0.18	0.18	0.13	0.13	0.13	0.08	0.05	0.05
Crit Moves:		****		****					****	****		
Green Time:	15.7	60.0	60.0	18.8	63.1	102.0	39.0	39.0	39.0	22.2	22.2	22.2
Volume/Cap:	0.08	0.52	0.52	0.52	0.44	0.27	0.51	0.52	0.52	0.52	0.34	0.34
Delay/Veh:	61.8	35.4	35.4	63.6	32.1	10.2	49.3	49.0	49.0	61.9	58.6	58.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	35.4	35.4	63.6	32.1	10.2	49.3	49.0	49.0	61.9	58.6	58.6
LOS by Move:	E	D	D	E	C	B	D	D	D	E	E	E
HCM2kAvgQ:	1	14	14	6	11	6	9	10	10	6	4	4

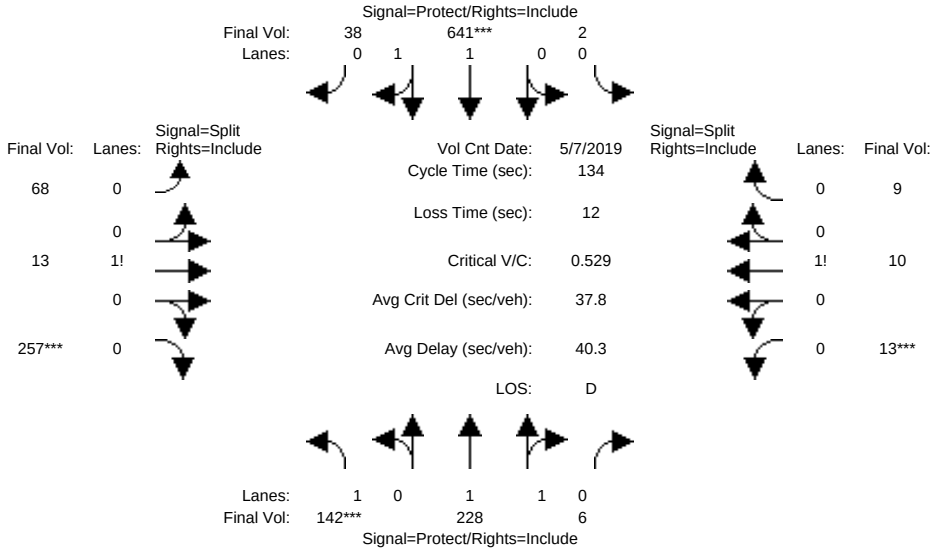
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3651: LINCOLN/PARKMOOR



Street Name:	Lincoln Avenue						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 << 5:00 - 6:00												
Base Vol:	142	228	6	2	641	38	68	13	257	13	10	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	228	6	2	641	38	68	13	257	13	10	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	228	6	2	641	38	68	13	257	13	10	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	228	6	2	641	38	68	13	257	13	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	228	6	2	641	38	68	13	257	13	10	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	228	6	2	641	38	68	13	257	13	10	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	0.01	1.88	0.11	0.20	0.04	0.76	0.41	0.31	0.28
Final Sat.:	1750	3605	95	11	3389	201	352	67	1331	711	547	492
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.19	0.19	0.19	0.19	0.19	0.19	0.02	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	20.5	19.4	19.4	49.1	47.9	47.9	48.9	48.9	48.9	4.6	4.6	4.6
Volume/Cap:	0.53	0.44	0.44	0.52	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Delay/Veh:	54.3	52.9	52.9	33.5	34.5	34.5	34.3	34.3	34.3	72.2	72.2	72.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	52.9	52.9	33.5	34.5	34.5	34.3	34.3	34.3	72.2	72.2	72.2
LOS by Move:	D	D	D	C	C	C	C	C	C	E	E	E
HCM2kAvgQ:	6	4	4	11	11	11	11	11	11	2	2	2

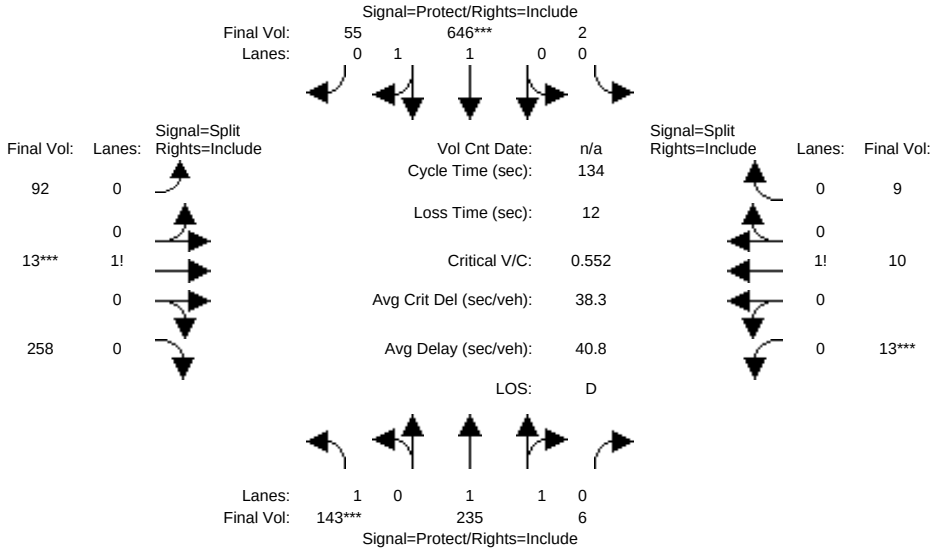
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3651: LINCOLN/PARKMOOR



Street Name:	Lincoln Avenue						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	143	235	6	2	646	55	92	13	258	13	10	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	235	6	2	646	55	92	13	258	13	10	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	235	6	2	646	55	92	13	258	13	10	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	235	6	2	646	55	92	13	258	13	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	235	6	2	646	55	92	13	258	13	10	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	235	6	2	646	55	92	13	258	13	10	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	0.01	1.84	0.15	0.25	0.04	0.71	0.41	0.31	0.28
Final Sat.:	1750	3608	92	10	3308	282	444	63	1244	711	547	492
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.20	0.20	0.20	0.21	0.21	0.21	0.02	0.02	0.02
Crit Moves:	****				****			****			****	
Green Time:	19.8	18.6	18.6	48.6	47.4	47.4	50.3	50.3	50.3	4.4	4.4	4.4
Volume/Cap:	0.55	0.47	0.47	0.54	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Delay/Veh:	55.5	53.8	53.8	34.2	35.3	35.3	34.0	34.0	34.0	74.8	74.8	74.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	53.8	53.8	34.2	35.3	35.3	34.0	34.0	34.0	74.8	74.8	74.8
LOS by Move:	E	D	D	C	D	D	C	C	C	E	E	E
HCM2kAvgQ:	6	5	5	12	12	12	12	12	12	2	2	2

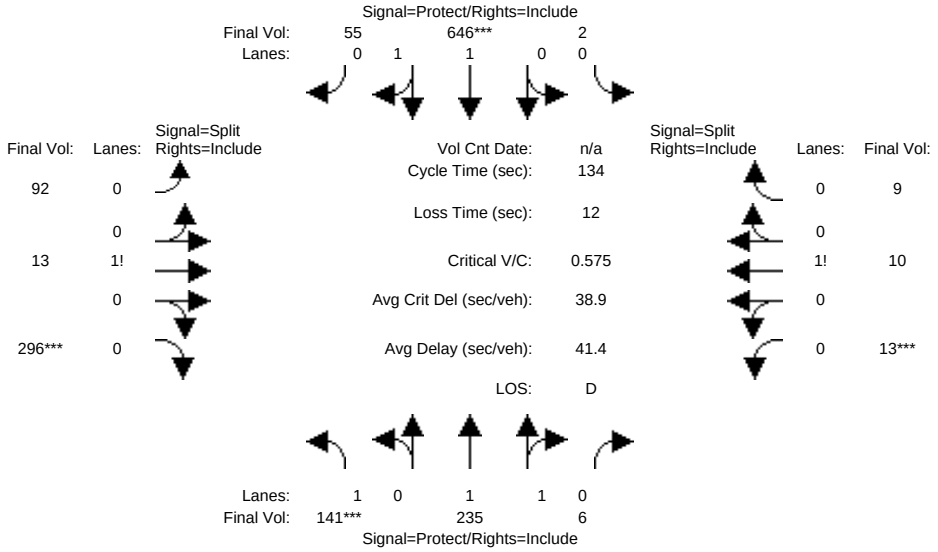
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3651: LINCOLN/PARKMOOR



Street Name:	Lincoln Avenue						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	143	235	6	2	646	55	92	13	258	13	10	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	235	6	2	646	55	92	13	258	13	10	9
Added Vol:	-2	0	0	0	0	0	0	0	38	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	235	6	2	646	55	92	13	296	13	10	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	235	6	2	646	55	92	13	296	13	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	235	6	2	646	55	92	13	296	13	10	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	235	6	2	646	55	92	13	296	13	10	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	0.01	1.84	0.15	0.23	0.03	0.74	0.41	0.31	0.28
Final Sat.:	1750	3608	92	10	3308	282	401	57	1292	711	547	492
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.20	0.20	0.20	0.23	0.23	0.23	0.02	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	18.8	17.8	17.8	46.5	45.5	45.5	53.4	53.4	53.4	4.3	4.3	4.3
Volume/Cap:	0.57	0.49	0.49	0.56	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
Delay/Veh:	57.2	54.7	54.7	36.1	37.0	37.0	32.6	32.6	32.6	77.8	77.8	77.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	54.7	54.7	36.1	37.0	37.0	32.6	32.6	32.6	77.8	77.8	77.8
LOS by Move:	E	D	D	D	D	D	C	C	C	E	E	E
HCM2kAvgQ:	6	5	5	12	12	12	13	13	13	2	2	2

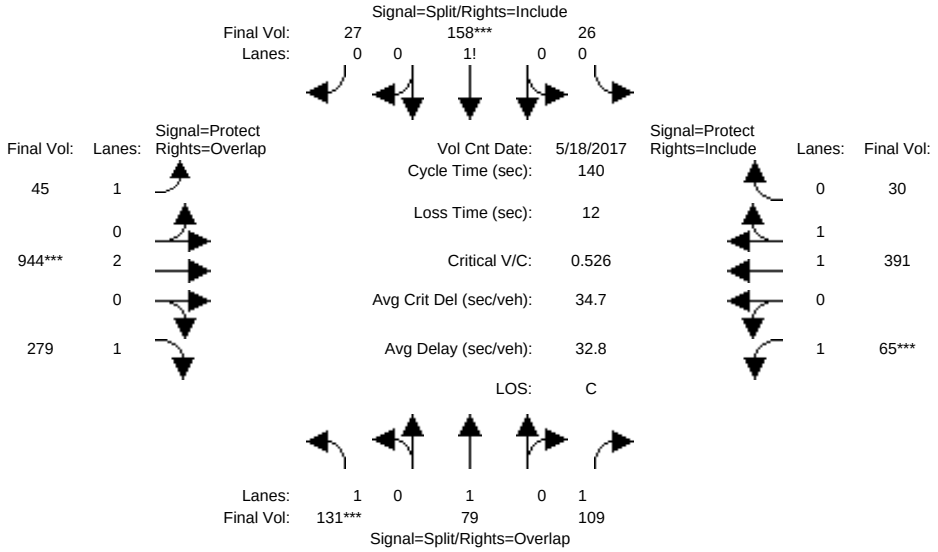
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3653: LINCOLN/SAN CARLOS



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2017 <<												
Base Vol:	131	79	109	26	158	27	45	944	279	65	391	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	79	109	26	158	27	45	944	279	65	391	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	79	109	26	158	27	45	944	279	65	391	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	79	109	26	158	27	45	944	279	65	391	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	79	109	26	158	27	45	944	279	65	391	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	79	109	26	158	27	45	944	279	65	391	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.12	0.75	0.13	1.00	2.00	1.00	1.00	1.85	0.15
Final Sat.:	1750	1900	1750	216	1310	224	1750	3800	1750	1750	3436	264
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.06	0.12	0.12	0.12	0.03	0.25	0.16	0.04	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	19.9	19.9	29.8	32.1	32.1	32.1	23.2	66.1	86.0	9.9	52.8	52.8
Volume/Cap:	0.53	0.29	0.29	0.53	0.53	0.53	0.16	0.53	0.26	0.53	0.30	0.30
Delay/Veh:	57.7	54.3	46.7	48.6	48.6	48.6	50.3	26.2	12.5	66.9	30.8	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	54.3	46.7	48.6	48.6	48.6	50.3	26.2	12.5	66.9	30.8	30.8
LOS by Move:	E	D	D	D	D	D	D	C	B	E	C	C
HCM2kAvgQ:	6	3	4	9	9	9	2	14	6	4	6	6

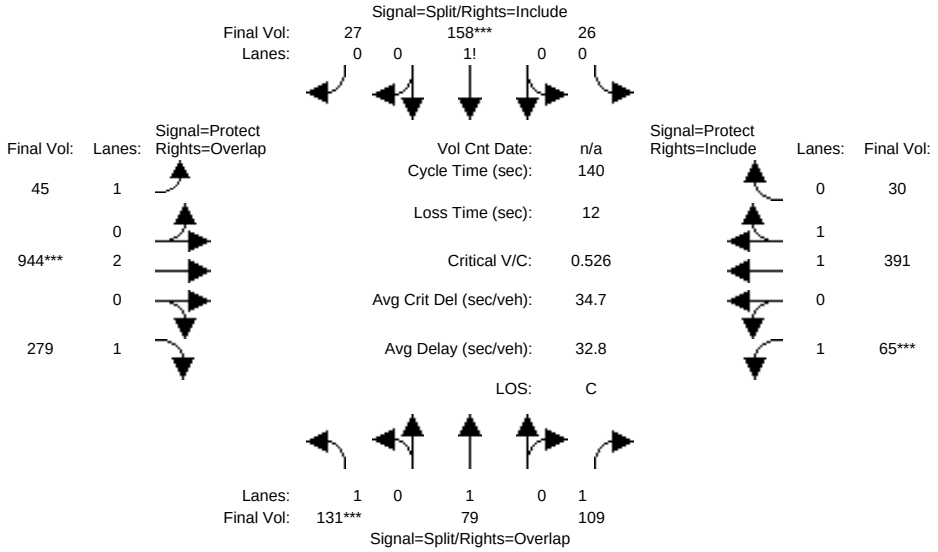
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3653: LINCOLN/SAN CARLOS



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	131	79	109	26	158	27	45	944	279	65	391	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	79	109	26	158	27	45	944	279	65	391	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	79	109	26	158	27	45	944	279	65	391	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	79	109	26	158	27	45	944	279	65	391	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	79	109	26	158	27	45	944	279	65	391	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	79	109	26	158	27	45	944	279	65	391	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.12	0.75	0.13	1.00	2.00	1.00	1.00	1.85	0.15
Final Sat.:	1750	1900	1750	216	1310	224	1750	3800	1750	1750	3436	264
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.06	0.12	0.12	0.12	0.03	0.25	0.16	0.04	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	19.9	19.9	29.8	32.1	32.1	32.1	23.2	66.1	86.0	9.9	52.8	52.8
Volume/Cap:	0.53	0.29	0.29	0.53	0.53	0.53	0.16	0.53	0.26	0.53	0.30	0.30
Delay/Veh:	57.7	54.3	46.7	48.6	48.6	48.6	50.3	26.2	12.5	66.9	30.8	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	54.3	46.7	48.6	48.6	48.6	50.3	26.2	12.5	66.9	30.8	30.8
LOS by Move:	E	D	D	D	D	D	D	C	B	E	C	C
HCM2kAvgQ:	6	3	4	9	9	9	2	13	6	4	6	6

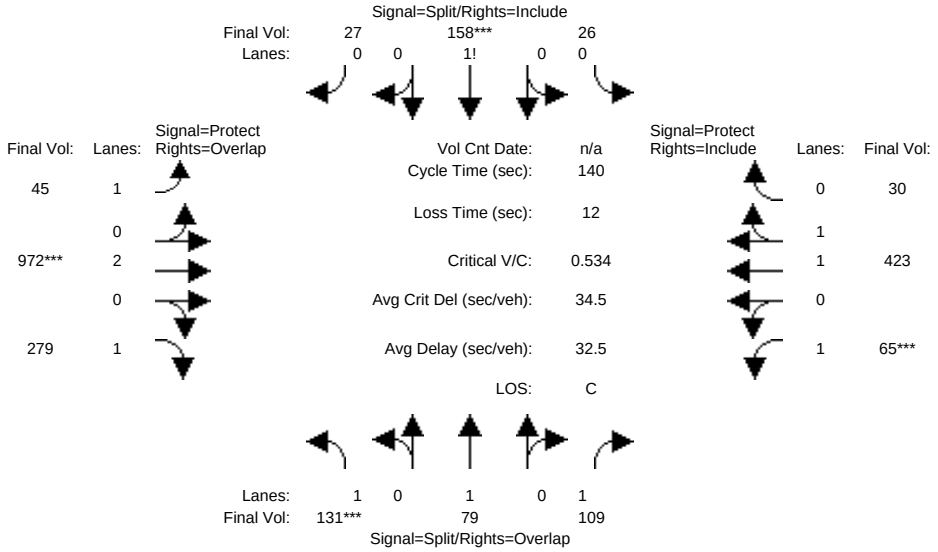
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3653: LINCOLN/SAN CARLOS



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	131	79	109	26	158	27	45	944	279	65	391	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	79	109	26	158	27	45	944	279	65	391	30
Added Vol:	0	0	0	0	0	0	0	28	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	79	109	26	158	27	45	972	279	65	423	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	79	109	26	158	27	45	972	279	65	423	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	79	109	26	158	27	45	972	279	65	423	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	79	109	26	158	27	45	972	279	65	423	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.12	0.75	0.13	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	1750	1900	1750	216	1310	224	1750	3800	1750	1750	3455	245
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.06	0.12	0.12	0.12	0.03	0.26	0.16	0.04	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	19.6	19.6	29.4	31.6	31.6	31.6	22.3	67.0	86.7	9.7	54.5	54.5
Volume/Cap:	0.53	0.30	0.30	0.53	0.53	0.53	0.16	0.53	0.26	0.53	0.31	0.31
Delay/Veh:	58.2	54.6	47.1	49.1	49.1	49.1	51.1	25.9	12.2	67.5	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	54.6	47.1	49.1	49.1	49.1	51.1	25.9	12.2	67.5	29.9	29.9
LOS by Move:	E	D	D	D	D	D	D	C	B	E	C	C
HCM2kAvgQ:	6	3	4	9	9	9	2	14	6	4	7	7

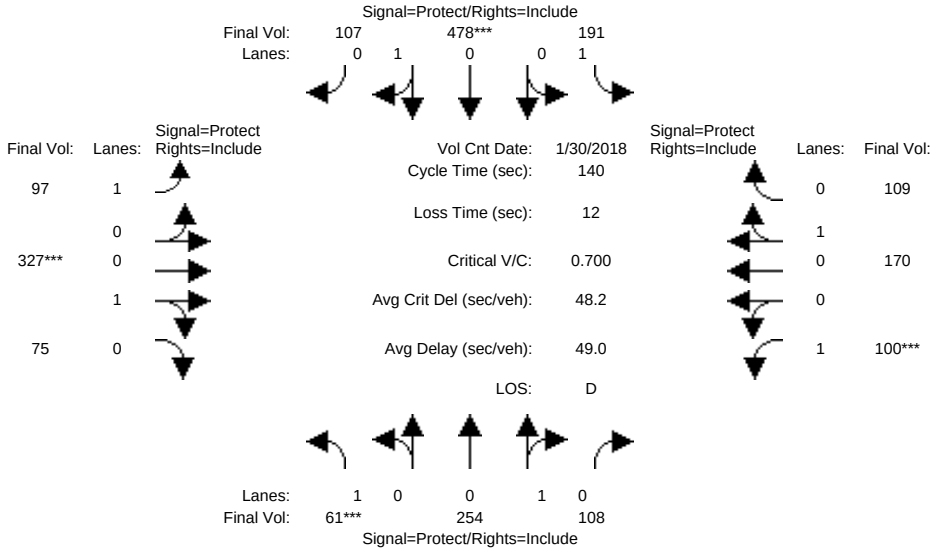
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3654: LINCOLN/WILLOW



Street Name:	Lincoln Avenue						Willow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Jan 2018 <<												
Base Vol:	61	254	108	191	478	107	97	327	75	100	170	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	254	108	191	478	107	97	327	75	100	170	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	254	108	191	478	107	97	327	75	100	170	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	254	108	191	478	107	97	327	75	100	170	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	254	108	191	478	107	97	327	75	100	170	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	254	108	191	478	107	97	327	75	100	170	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.70	0.30	1.00	0.82	0.18	1.00	0.81	0.19	1.00	0.61	0.39
Final Sat.:	1750	1263	537	1750	1471	329	1750	1464	336	1750	1097	703
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.11	0.33	0.33	0.06	0.22	0.22	0.06	0.16	0.16
Crit Moves:	****				****			****			****	
Green Time:	10.0	47.5	47.5	25.8	63.3	63.3	14.4	43.5	43.5	11.1	40.3	40.3
Volume/Cap:	0.49	0.59	0.59	0.59	0.72	0.72	0.54	0.72	0.72	0.72	0.54	0.54
Delay/Veh:	75.5	42.4	42.4	60.1	36.5	36.5	70.7	50.5	50.5	90.1	46.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	42.4	42.4	60.1	36.5	36.5	70.7	50.5	50.5	90.1	46.0	46.0
LOS by Move:	E	D	D	E	D	D	E	D	D	F	D	D
HCM2kAvgQ:	3	14	14	8	22	22	4	17	17	6	11	11

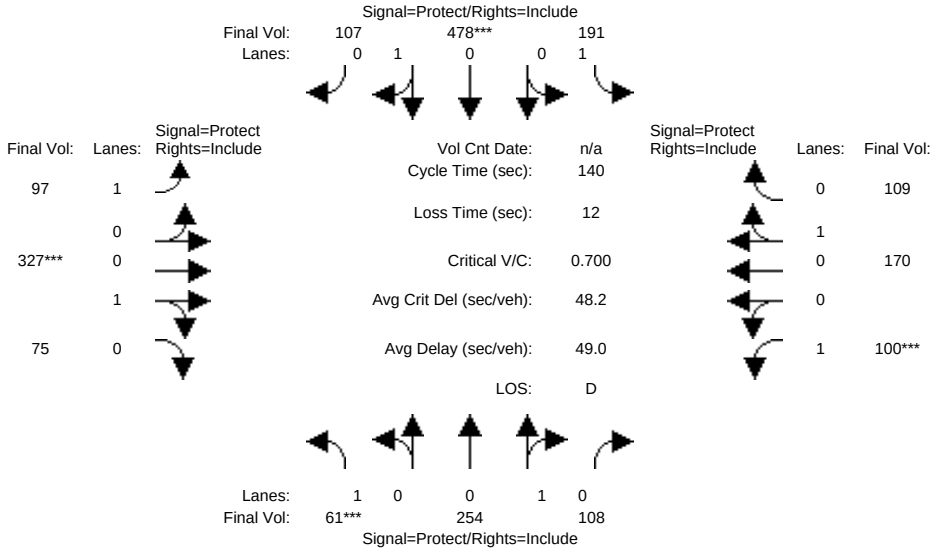
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3654: LINCOLN/WILLOW



Street Name:	Lincoln Avenue						Willow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	254	108	191	478	107	97	327	75	100	170	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	254	108	191	478	107	97	327	75	100	170	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	254	108	191	478	107	97	327	75	100	170	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	254	108	191	478	107	97	327	75	100	170	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	254	108	191	478	107	97	327	75	100	170	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	254	108	191	478	107	97	327	75	100	170	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.70	0.30	1.00	0.82	0.18	1.00	0.81	0.19	1.00	0.61	0.39
Final Sat.:	1750	1263	537	1750	1471	329	1750	1464	336	1750	1097	703
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.11	0.33	0.33	0.06	0.22	0.22	0.06	0.16	0.16
Crit Moves:	****				****			****			****	
Green Time:	10.0	47.5	47.5	25.8	63.3	63.3	14.4	43.5	43.5	11.1	40.3	40.3
Volume/Cap:	0.49	0.59	0.59	0.59	0.72	0.72	0.54	0.72	0.72	0.72	0.54	0.54
Delay/Veh:	75.5	42.4	42.4	60.1	36.5	36.5	70.7	50.5	50.5	90.1	46.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	42.4	42.4	60.1	36.5	36.5	70.7	50.5	50.5	90.1	46.0	46.0
LOS by Move:	E	D	D	E	D	D	E	D	D	F	D	D
HCM2kAvgQ:	3	14	14	8	22	22	4	17	17	6	11	11

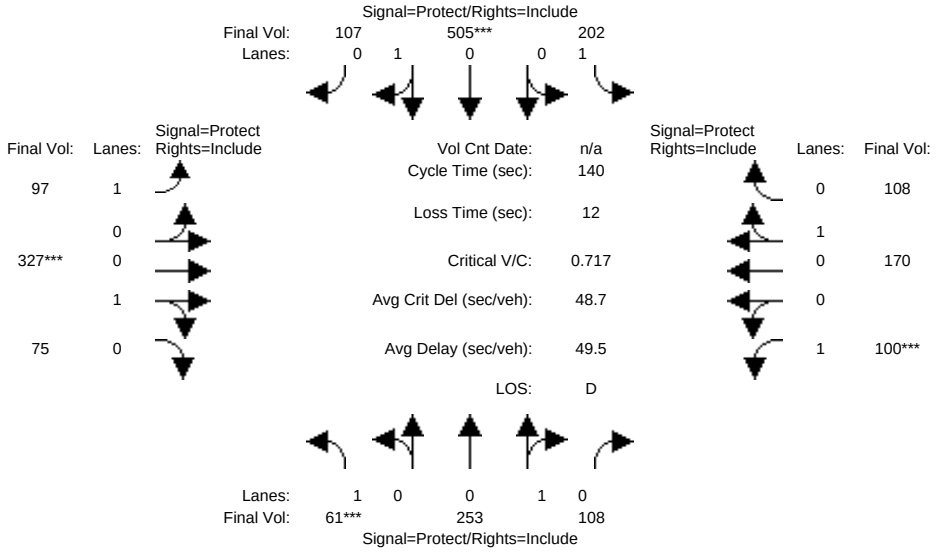
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3654: LINCOLN/WILLOW



Street Name:	Lincoln Avenue						Willow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	254	108	191	478	107	97	327	75	100	170	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	254	108	191	478	107	97	327	75	100	170	109
Added Vol:	0	-1	0	11	27	0	0	0	0	0	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	253	108	202	505	107	97	327	75	100	170	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	253	108	202	505	107	97	327	75	100	170	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	253	108	202	505	107	97	327	75	100	170	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	253	108	202	505	107	97	327	75	100	170	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.70	0.30	1.00	0.83	0.17	1.00	0.81	0.19	1.00	0.61	0.39
Final Sat.:	1750	1261	539	1750	1485	315	1750	1464	336	1750	1101	699
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.12	0.34	0.34	0.06	0.22	0.22	0.06	0.15	0.15
Crit Moves:	****				****			****			****	
Green Time:	10.0	47.4	47.4	27.3	64.7	64.7	14.1	42.5	42.5	10.9	39.3	39.3
Volume/Cap:	0.49	0.59	0.59	0.59	0.74	0.74	0.55	0.74	0.74	0.74	0.55	0.55
Delay/Veh:	75.5	42.5	42.5	58.7	36.5	36.5	71.8	52.3	52.3	92.8	47.2	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	42.5	42.5	58.7	36.5	36.5	71.8	52.3	52.3	92.8	47.2	47.2
LOS by Move:	E	D	D	E	D	D	E	D	D	F	D	D
HCM2kAvgQ:	3	14	14	9	23	23	4	17	17	6	11	11

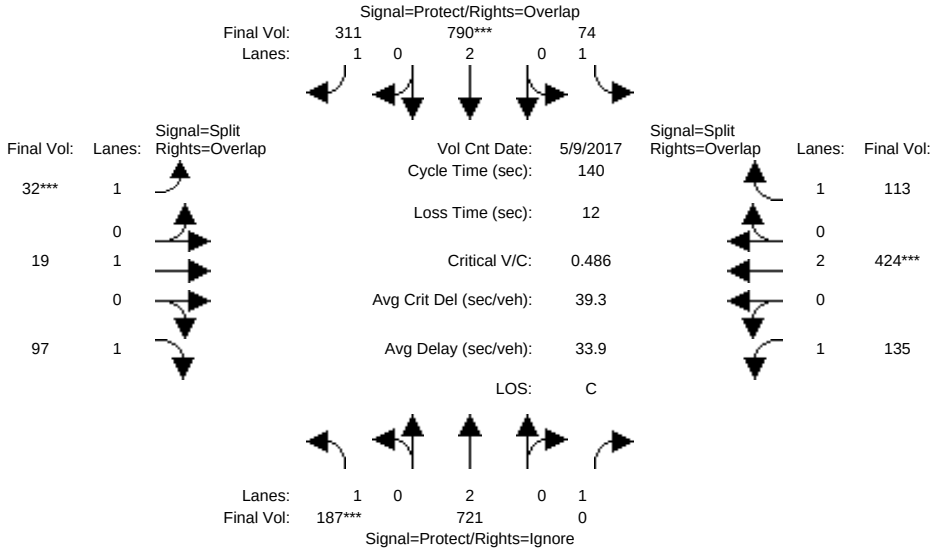
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3690: MERIDIAN/PARKMOOR



Street Name:	Meridian Avenue						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 May 2017 <<												
Base Vol:	187	721	259	74	790	311	32	19	97	135	424	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	721	259	74	790	311	32	19	97	135	424	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	721	259	74	790	311	32	19	97	135	424	113
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	721	0	74	790	311	32	19	97	135	424	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	721	0	74	790	311	32	19	97	135	424	113
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	721	0	74	790	311	32	19	97	135	424	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.00	0.04	0.21	0.18	0.02	0.01	0.06	0.08	0.11	0.06
Crit Moves:	****				****		****				****	
Green Time:	29.6	68.9	0.0	18.2	57.5	67.5	10.0	10.0	39.6	30.9	30.9	49.1
Volume/Cap:	0.51	0.39	0.00	0.33	0.51	0.37	0.26	0.14	0.20	0.35	0.51	0.18
Delay/Veh:	49.9	22.4	0.0	56.2	30.9	23.1	62.6	61.4	38.3	46.6	48.4	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	22.4	0.0	56.2	30.9	23.1	62.6	61.4	38.3	46.6	48.4	31.7
LOS by Move:	D	C	A	E	C	C	E	E	D	D	D	C
HCM2kAvgQ:	8	9	0	3	12	9	2	1	3	5	8	3

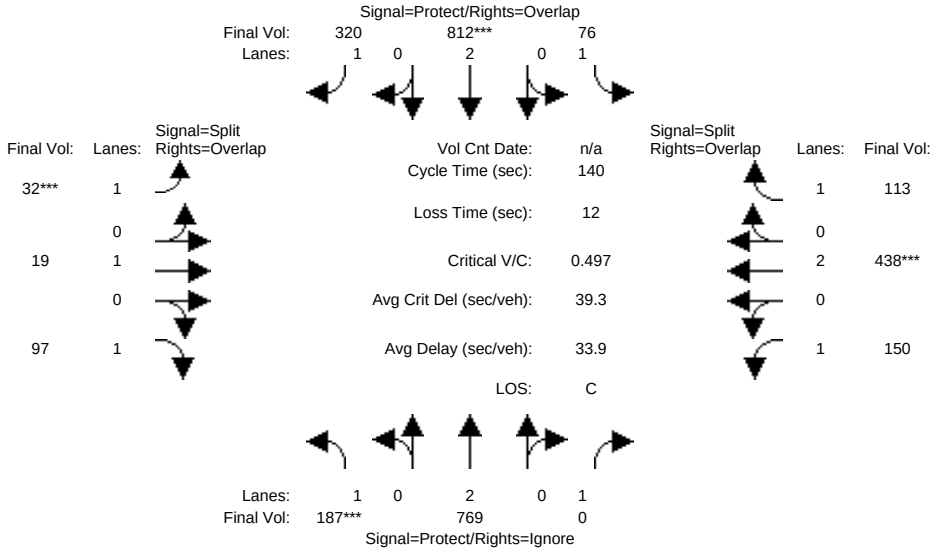
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3690: MERIDIAN/PARKMOOR



Street Name:	Meridian Avenue						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	187	769	286	76	812	320	32	19	97	150	438	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	769	286	76	812	320	32	19	97	150	438	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	769	286	76	812	320	32	19	97	150	438	113
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	769	0	76	812	320	32	19	97	150	438	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	769	0	76	812	320	32	19	97	150	438	113
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	769	0	76	812	320	32	19	97	150	438	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.00	0.04	0.21	0.18	0.02	0.01	0.06	0.09	0.12	0.06
Crit Moves:	****				****		****				****	
Green Time:	28.9	69.6	0.0	17.2	57.9	67.9	10.0	10.0	38.9	31.2	31.2	48.4
Volume/Cap:	0.52	0.41	0.00	0.35	0.52	0.38	0.26	0.14	0.20	0.38	0.52	0.19
Delay/Veh:	50.6	22.3	0.0	57.3	30.9	23.0	62.6	61.4	38.8	46.9	48.3	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	22.3	0.0	57.3	30.9	23.0	62.6	61.4	38.8	46.9	48.3	32.2
LOS by Move:	D	C	A	E	C	C	E	E	D	D	D	C
HCM2kAvgQ:	8	10	0	3	13	9	2	1	3	6	8	3

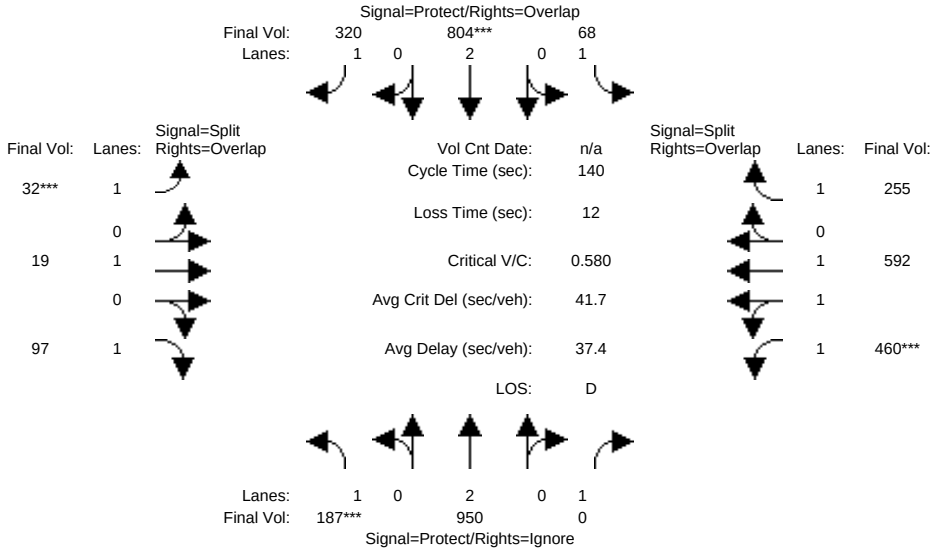
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3690: MERIDIAN/PARKMOOR



Street Name:	Meridian Avenue						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	187	769	286	76	812	320	32	19	97	150	438	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	769	286	76	812	320	32	19	97	150	438	113
Added Vol:	0	181	-42	-8	-8	0	0	0	0	310	154	142
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	950	244	68	804	320	32	19	97	460	592	255
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	950	0	68	804	320	32	19	97	460	592	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	950	0	68	804	320	32	19	97	460	592	255
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	950	0	68	804	320	32	19	97	460	592	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.35	1.65	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	2381	3065	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.00	0.04	0.21	0.18	0.02	0.01	0.06	0.19	0.19	0.15
Crit Moves:	****				****		****			****		
Green Time:	24.6	61.2	0.0	12.2	48.8	58.8	10.0	10.0	34.6	44.6	44.6	56.8
Volume/Cap:	0.61	0.57	0.00	0.44	0.61	0.44	0.26	0.14	0.22	0.61	0.61	0.36
Delay/Veh:	56.7	30.0	0.0	62.7	38.5	29.2	62.6	61.4	42.2	41.0	41.0	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	30.0	0.0	62.7	38.5	29.2	62.6	61.4	42.2	41.0	41.0	29.3
LOS by Move:	E	C	A	E	D	C	E	E	D	D	D	C
HCM2kAvgQ:	9	15	0	3	14	10	2	1	4	13	13	8

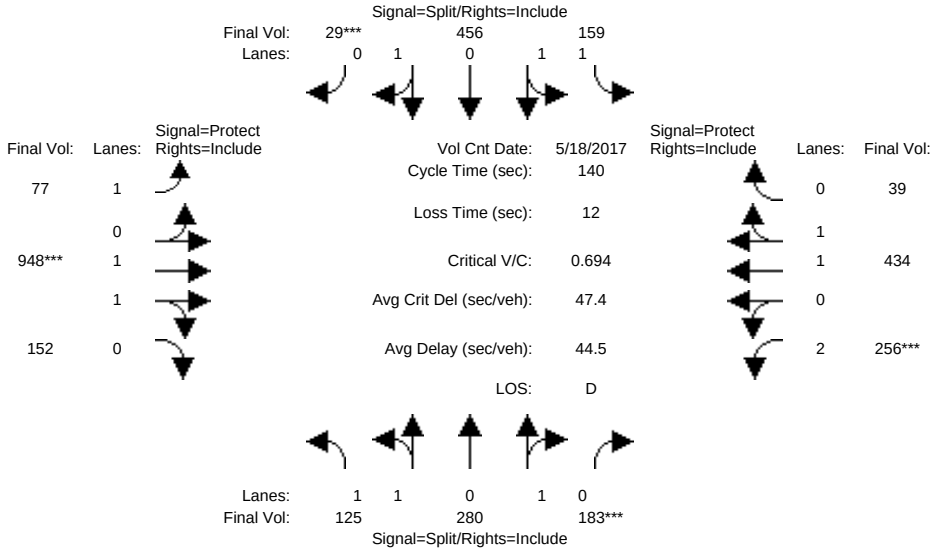
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3693: MERIDIAN/SAN CARLOS



Street Name:	Meridian Avenue						W San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2017 <<												
Base Vol:	125	280	183	159	456	29	77	948	152	256	434	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	280	183	159	456	29	77	948	152	256	434	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	280	183	159	456	29	77	948	152	256	434	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	280	183	159	456	29	77	948	152	256	434	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	280	183	159	456	29	77	948	152	256	434	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	280	183	159	456	29	77	948	152	256	434	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.19	0.81	1.00	1.88	0.12	1.00	1.72	0.28	2.00	1.83	0.17
Final Sat.:	1750	2237	1462	1750	3479	221	1750	3188	511	3150	3395	305
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.09	0.13	0.13	0.04	0.30	0.30	0.08	0.13	0.13
Crit Moves:			****			****		****			****	
Green Time:	25.2	25.2	25.2	26.4	26.4	26.4	21.5	59.9	59.9	16.4	54.9	54.9
Volume/Cap:	0.40	0.69	0.69	0.48	0.69	0.69	0.29	0.69	0.69	0.69	0.33	0.33
Delay/Veh:	50.8	56.3	56.3	50.9	55.3	55.3	53.1	33.9	33.9	65.1	29.8	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	56.3	56.3	50.9	55.3	55.3	53.1	33.9	33.9	65.1	29.8	29.8
LOS by Move:	D	E	E	D	E	E	D	C	C	E	C	C
HCM2kAvgQ:	5	10	10	7	11	11	3	20	20	6	7	7

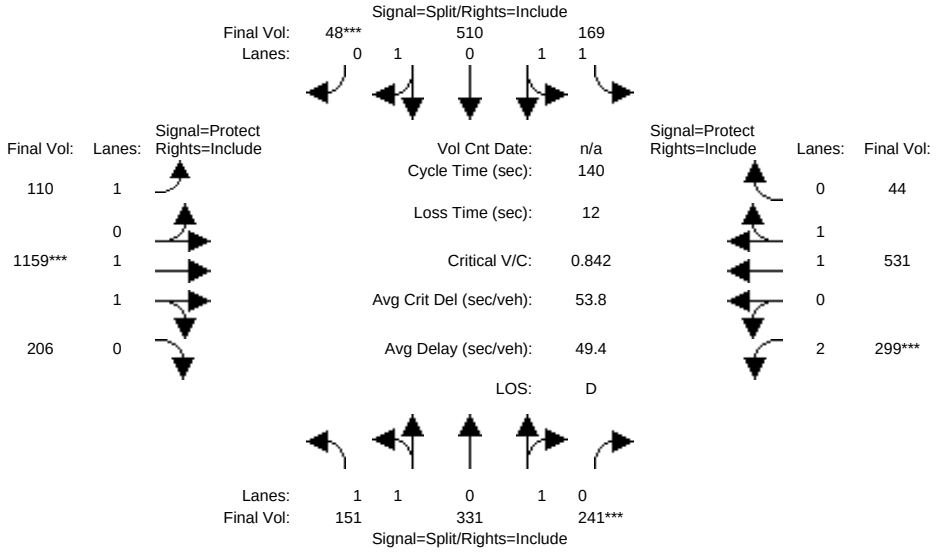
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3693: MERIDIAN/SAN CARLOS



Street Name:	Meridian Avenue						W San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	151	331	241	169	510	48	110	1159	206	299	531	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	331	241	169	510	48	110	1159	206	299	531	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	331	241	169	510	48	110	1159	206	299	531	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	331	241	169	510	48	110	1159	206	299	531	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	331	241	169	510	48	110	1159	206	299	531	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	331	241	169	510	48	110	1159	206	299	531	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.13	0.87	1.00	1.82	0.18	1.00	1.69	0.31	2.00	1.84	0.16
Final Sat.:	1750	2140	1558	1750	3381	318	1750	3141	558	3150	3417	283
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.10	0.15	0.15	0.06	0.37	0.37	0.09	0.16	0.16
Crit Moves:			****			****		****		****		
Green Time:	25.7	25.7	25.7	25.1	25.1	25.1	22.2	61.4	61.4	15.8	55.0	55.0
Volume/Cap:	0.47	0.84	0.84	0.54	0.84	0.84	0.40	0.84	0.84	0.84	0.40	0.40
Delay/Veh:	51.3	62.7	62.7	52.6	63.0	63.0	53.8	39.1	39.1	77.2	30.8	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	62.7	62.7	52.6	63.0	63.0	53.8	39.1	39.1	77.2	30.8	30.8
LOS by Move:	D	E	E	D	E	E	D	D	D	E	C	C
HCM2kAvgQ:	6	13	13	8	14	14	5	28	28	8	9	9

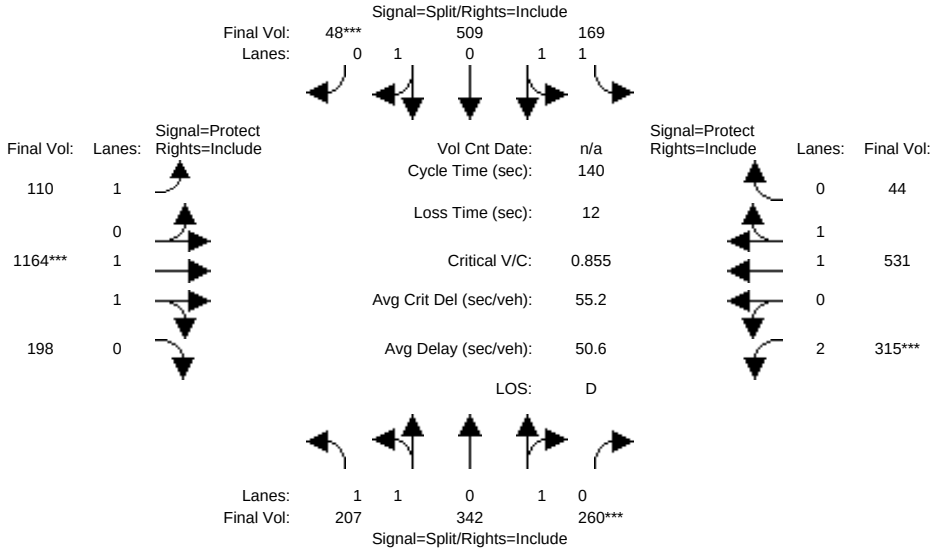
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3693: MERIDIAN/SAN CARLOS



Street Name:	Meridian Avenue						W San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	151	331	241	169	510	48	110	1159	206	299	531	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	331	241	169	510	48	110	1159	206	299	531	44
Added Vol:	56	11	19	0	-1	0	0	5	-8	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	342	260	169	509	48	110	1164	198	315	531	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	342	260	169	509	48	110	1164	198	315	531	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	342	260	169	509	48	110	1164	198	315	531	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	342	260	169	509	48	110	1164	198	315	531	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.11	0.89	1.00	1.82	0.18	1.00	1.70	0.30	2.00	1.84	0.16
Final Sat.:	1750	2101	1597	1750	3381	319	1750	3162	538	3150	3417	283
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.10	0.15	0.15	0.06	0.37	0.37	0.10	0.16	0.16
Crit Moves:			****			****		****		****		
Green Time:	26.7	26.7	26.7	24.7	24.7	24.7	22.1	60.3	60.3	16.4	54.6	54.6
Volume/Cap:	0.62	0.85	0.85	0.55	0.85	0.85	0.40	0.85	0.85	0.85	0.40	0.40
Delay/Veh:	53.0	62.5	62.5	53.1	64.4	64.4	53.9	40.7	40.7	78.1	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	62.5	62.5	53.1	64.4	64.4	53.9	40.7	40.7	78.1	31.0	31.0
LOS by Move:	D	E	E	D	E	E	D	D	D	E	C	C
HCM2kAvgQ:	9	14	14	8	14	14	5	29	29	9	9	9

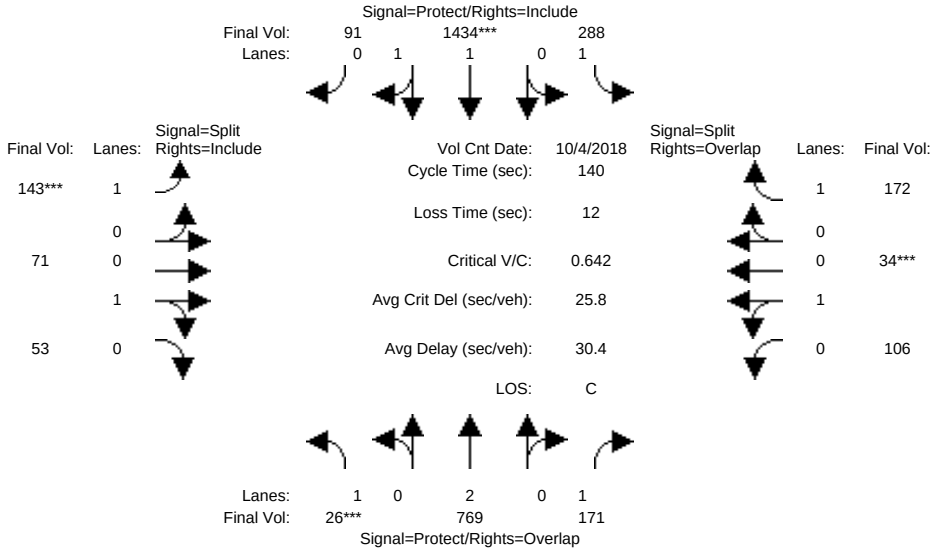
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3694: MERIDIAN/WILLOW



Street Name:	Meridian Avenue						Willow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2018 <<												
Base Vol:	26	769	171	288	1434	91	143	71	53	106	34	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	769	171	288	1434	91	143	71	53	106	34	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	769	171	288	1434	91	143	71	53	106	34	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	769	171	288	1434	91	143	71	53	106	34	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	769	171	288	1434	91	143	71	53	106	34	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	769	171	288	1434	91	143	71	53	106	34	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	0.57	0.43	0.76	0.24	1.00
Final Sat.:	1750	3800	1750	1750	3479	221	1750	1031	769	1363	437	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.10	0.16	0.41	0.41	0.08	0.07	0.07	0.08	0.08	0.10
Crit Moves:	****				****		****				****	
Green Time:	7.0	52.0	68.4	42.3	87.2	87.2	17.3	17.3	17.3	16.5	16.5	58.7
Volume/Cap:	0.30	0.55	0.20	0.55	0.66	0.66	0.66	0.56	0.56	0.66	0.66	0.23
Delay/Veh:	66.0	35.1	20.4	42.0	17.6	17.6	66.0	60.9	60.9	66.7	66.7	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	35.1	20.4	42.0	17.6	17.6	66.0	60.9	60.9	66.7	66.7	26.3
LOS by Move:	E	D	C	D	B	B	E	E	E	E	E	C
HCM2kAvgQ:	1	13	4	11	21	21	7	6	6	6	6	5

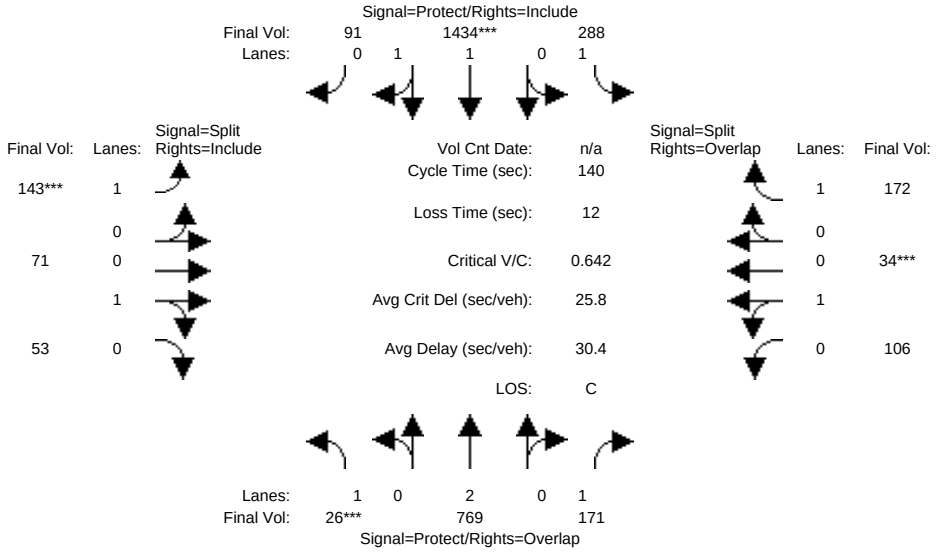
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3694: MERIDIAN/WILLOW



Street Name:	Meridian Avenue						Willow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	769	171	288	1434	91	143	71	53	106	34	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	769	171	288	1434	91	143	71	53	106	34	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	769	171	288	1434	91	143	71	53	106	34	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	769	171	288	1434	91	143	71	53	106	34	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	769	171	288	1434	91	143	71	53	106	34	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	769	171	288	1434	91	143	71	53	106	34	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	0.57	0.43	0.76	0.24	1.00
Final Sat.:	1750	3800	1750	1750	3479	221	1750	1031	769	1363	437	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.10	0.16	0.41	0.41	0.08	0.07	0.07	0.08	0.08	0.10
Crit Moves:	****				****		****				****	
Green Time:	7.0	52.0	68.4	42.3	87.2	87.2	17.3	17.3	17.3	16.5	16.5	58.7
Volume/Cap:	0.30	0.55	0.20	0.55	0.66	0.66	0.66	0.56	0.56	0.66	0.66	0.23
Delay/Veh:	66.0	35.1	20.4	42.0	17.6	17.6	66.0	60.9	60.9	66.7	66.7	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	35.1	20.4	42.0	17.6	17.6	66.0	60.9	60.9	66.7	66.7	26.3
LOS by Move:	E	D	C	D	B	B	E	E	E	E	E	C
HCM2kAvgQ:	1	13	4	11	21	21	7	6	6	6	6	5

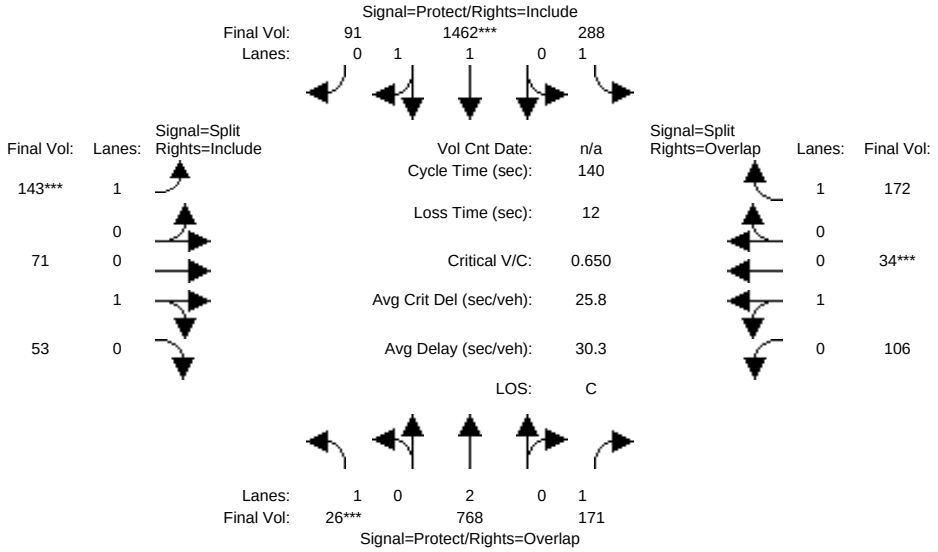
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3694: MERIDIAN/WILLOW



Street Name:	Meridian Avenue						Willow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	769	171	288	1434	91	143	71	53	106	34	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	769	171	288	1434	91	143	71	53	106	34	172
Added Vol:	0	-1	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	768	171	288	1462	91	143	71	53	106	34	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	768	171	288	1462	91	143	71	53	106	34	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	768	171	288	1462	91	143	71	53	106	34	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	768	171	288	1462	91	143	71	53	106	34	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	0.57	0.43	0.76	0.24	1.00
Final Sat.:	1750	3800	1750	1750	3483	217	1750	1031	769	1363	437	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.10	0.16	0.42	0.42	0.08	0.07	0.07	0.08	0.08	0.10
Crit Moves:	****				****		****				****	
Green Time:	7.0	52.2	68.4	42.5	87.7	87.7	17.1	17.1	17.1	16.2	16.2	58.7
Volume/Cap:	0.30	0.54	0.20	0.54	0.67	0.67	0.67	0.57	0.57	0.67	0.67	0.23
Delay/Veh:	66.0	34.9	20.4	41.8	17.6	17.6	66.8	61.4	61.4	67.5	67.5	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	34.9	20.4	41.8	17.6	17.6	66.8	61.4	61.4	67.5	67.5	26.3
LOS by Move:	E	C	C	D	B	B	E	E	E	E	E	C
HCM2kAvgQ:	1	13	4	11	21	21	7	6	6	6	6	5

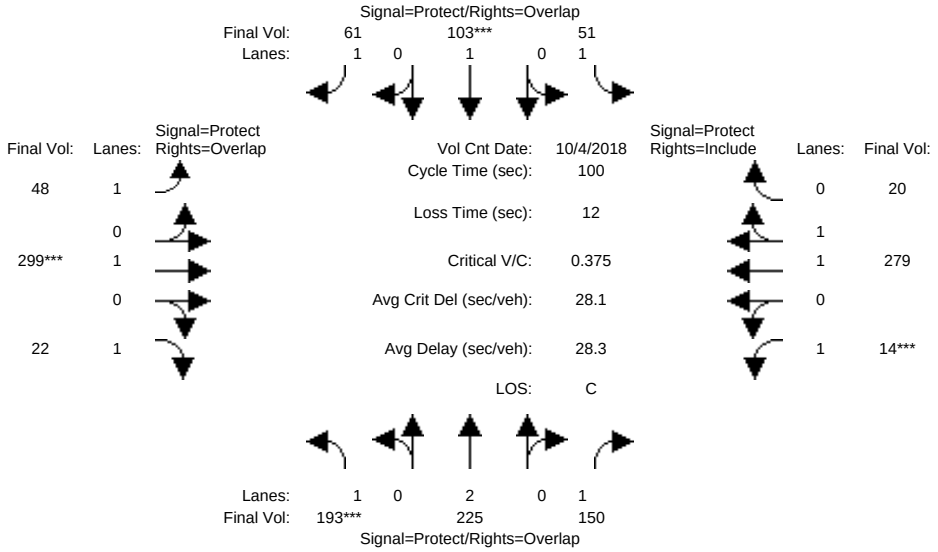
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3733: RACE/PARKMOOR



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2018 <<												
Base Vol:	193	225	150	51	103	61	48	299	22	14	279	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	225	150	51	103	61	48	299	22	14	279	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	225	150	51	103	61	48	299	22	14	279	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	225	150	51	103	61	48	299	22	14	279	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	225	150	51	103	61	48	299	22	14	279	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	225	150	51	103	61	48	299	22	14	279	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.86	0.14
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	1900	1750	1750	3452	247
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.09	0.03	0.05	0.03	0.03	0.16	0.01	0.01	0.08	0.08
Crit Moves:	****				****			****			****	
Green Time:	27.8	24.4	31.4	17.0	13.6	32.8	19.2	39.6	67.4	7.0	27.4	27.4
Volume/Cap:	0.40	0.24	0.27	0.17	0.40	0.11	0.14	0.40	0.02	0.11	0.29	0.29
Delay/Veh:	29.9	30.6	26.0	35.7	40.4	23.5	33.8	22.0	5.4	44.0	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	30.6	26.0	35.7	40.4	23.5	33.8	22.0	5.4	44.0	28.8	28.8
LOS by Move:	C	C	C	D	D	C	C	C	A	D	C	C
HCM2kAvgQ:	5	3	4	2	3	1	1	7	0	0	4	4

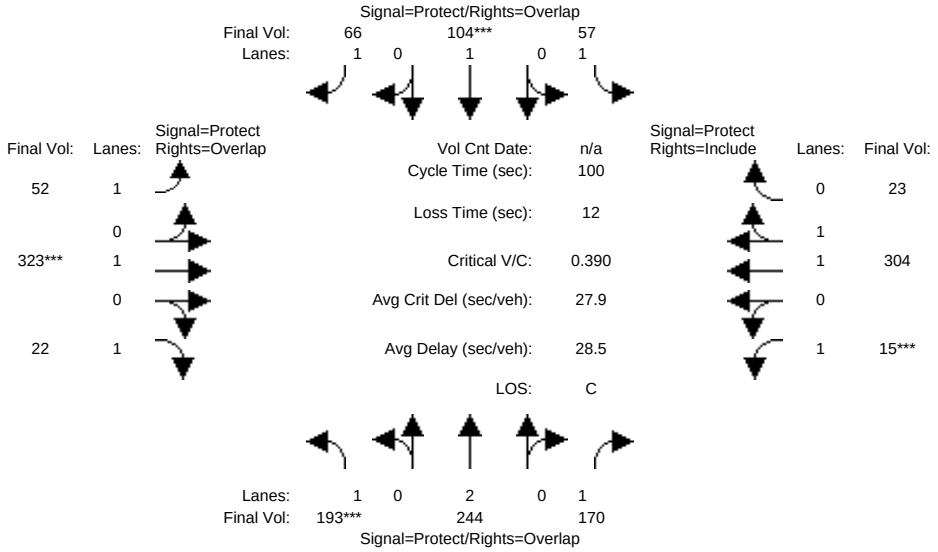
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3733: RACE/PARKMOOR



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	244	170	57	104	66	52	323	22	15	304	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	244	170	57	104	66	52	323	22	15	304	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	244	170	57	104	66	52	323	22	15	304	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	244	170	57	104	66	52	323	22	15	304	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	244	170	57	104	66	52	323	22	15	304	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	244	170	57	104	66	52	323	22	15	304	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.86	0.14
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	1900	1750	1750	3440	260
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.10	0.03	0.05	0.04	0.03	0.17	0.01	0.01	0.09	0.09
Crit Moves:	****				****			****			****	
Green Time:	26.7	23.5	30.5	16.4	13.2	33.0	19.8	41.1	67.8	7.0	28.3	28.3
Volume/Cap:	0.41	0.27	0.32	0.20	0.41	0.11	0.15	0.41	0.02	0.12	0.31	0.31
Delay/Veh:	30.8	31.5	27.1	36.4	40.9	23.4	33.3	21.3	5.3	44.1	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	31.5	27.1	36.4	40.9	23.4	33.3	21.3	5.3	44.1	28.4	28.4
LOS by Move:	C	C	C	D	D	C	C	C	A	D	C	C
HCM2kAvgQ:	5	3	4	2	3	2	1	7	0	0	4	4

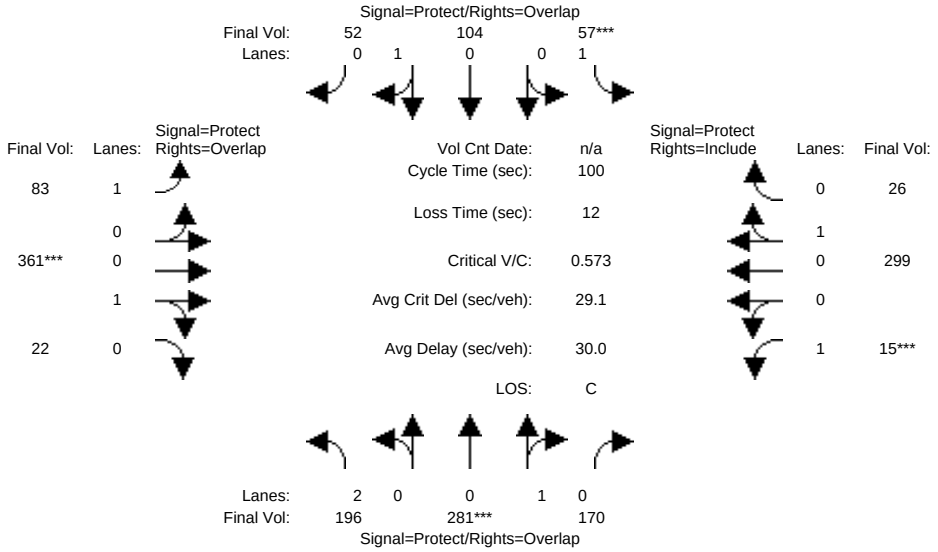
Note: Queue reported is the number of cars per lane.

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

Intersection #3733: RACE/PARKMOOR



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	244	170	57	104	66	52	323	22	15	304	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	244	170	57	104	66	52	323	22	15	304	23
Added Vol:	3	37	0	0	0	-14	31	38	0	0	-5	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	281	170	57	104	52	83	361	22	15	299	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	281	170	57	104	52	83	361	22	15	299	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	281	170	57	104	52	83	361	22	15	299	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	281	170	57	104	52	83	361	22	15	299	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	0.62	0.38	1.00	0.67	0.33	1.00	0.94	0.06	1.00	0.92	0.08
Final Sat.:	3150	1122	678	1750	1200	600	1750	1697	103	1750	1656	144
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.03	0.09	0.09	0.05	0.21	0.21	0.01	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	19.4	40.0	47.0	7.0	27.7	39.1	11.4	34.0	53.3	7.0	29.5	29.5
Volume/Cap:	0.32	0.63	0.53	0.47	0.31	0.22	0.41	0.63	0.40	0.12	0.61	0.61
Delay/Veh:	35.0	25.8	19.4	47.5	29.0	20.5	42.5	29.7	14.1	44.1	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	25.8	19.4	47.5	29.0	20.5	42.5	29.7	14.1	44.1	32.4	32.4
LOS by Move:	C	C	B	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	3	12	10	2	4	3	3	11	7	0	9	9

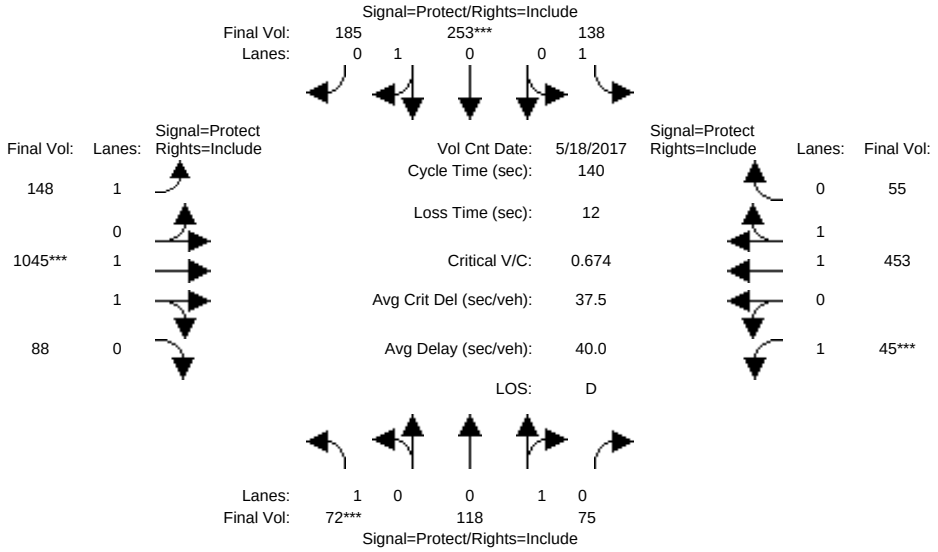
Note: Queue reported is the number of cars per lane.

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

Intersection #3748: RACE/SAN CARLOS



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2017 <<												
Base Vol:	72	118	75	138	253	185	148	1045	88	45	453	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	118	75	138	253	185	148	1045	88	45	453	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	118	75	138	253	185	148	1045	88	45	453	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	118	75	138	253	185	148	1045	88	45	453	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	118	75	138	253	185	148	1045	88	45	453	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	118	75	138	253	185	148	1045	88	45	453	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.61	0.39	1.00	0.58	0.42	1.00	1.84	0.16	1.00	1.78	0.22
Final Sat.:	1750	1101	699	1750	1040	760	1750	3412	287	1750	3299	401
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.08	0.24	0.24	0.08	0.31	0.31	0.03	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	8.4	33.6	33.6	24.7	49.8	49.8	26.6	62.7	62.7	7.0	43.2	43.2
Volume/Cap:	0.68	0.45	0.45	0.45	0.68	0.68	0.45	0.68	0.68	0.51	0.45	0.45
Delay/Veh:	81.4	46.0	46.0	52.6	41.4	41.4	51.1	31.9	31.9	70.0	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	46.0	46.0	52.6	41.4	41.4	51.1	31.9	31.9	70.0	39.1	39.1
LOS by Move:	F	D	D	D	D	D	D	C	C	E	D	D
HCM2kAvgQ:	3	7	7	5	16	16	6	19	19	2	9	9

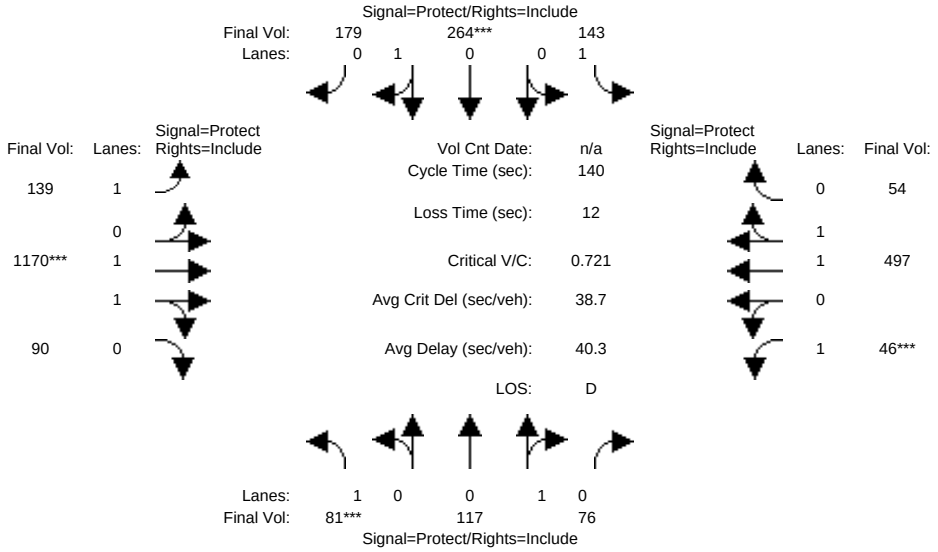
Note: Queue reported is the number of cars per lane.

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

Intersection #3748: RACE/SAN CARLOS



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	81	117	76	143	264	179	139	1170	90	46	497	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	117	76	143	264	179	139	1170	90	46	497	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	117	76	143	264	179	139	1170	90	46	497	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	117	76	143	264	179	139	1170	90	46	497	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	117	76	143	264	179	139	1170	90	46	497	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	117	76	143	264	179	139	1170	90	46	497	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.61	0.39	1.00	0.60	0.40	1.00	1.85	0.15	1.00	1.80	0.20
Final Sat.:	1750	1091	709	1750	1073	727	1750	3436	264	1750	3337	363
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.08	0.25	0.25	0.08	0.34	0.34	0.03	0.15	0.15
Crit Moves:	****				****			****			****	
Green Time:	8.8	31.7	31.7	24.2	47.0	47.0	25.1	65.1	65.1	7.0	47.0	47.0
Volume/Cap:	0.73	0.47	0.47	0.47	0.73	0.73	0.44	0.73	0.73	0.53	0.44	0.44
Delay/Veh:	86.4	47.8	47.8	53.3	45.5	45.5	52.2	32.0	32.0	70.7	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.4	47.8	47.8	53.3	45.5	45.5	52.2	32.0	32.0	70.7	36.5	36.5
LOS by Move:	F	D	D	D	D	D	D	C	C	E	D	D
HCM2kAvgQ:	4	7	7	6	17	17	5	21	21	2	9	9

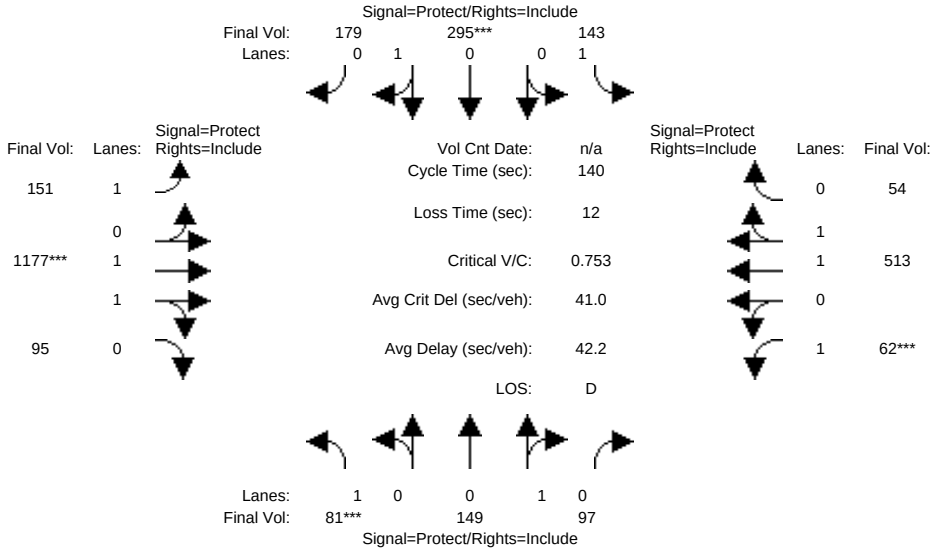
Note: Queue reported is the number of cars per lane.

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

Intersection #3748: RACE/SAN CARLOS



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	81	117	76	143	264	179	139	1170	90	46	497	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	117	76	143	264	179	139	1170	90	46	497	54
Added Vol:	0	32	21	0	31	0	12	7	5	16	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	149	97	143	295	179	151	1177	95	62	513	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	149	97	143	295	179	151	1177	95	62	513	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	149	97	143	295	179	151	1177	95	62	513	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	149	97	143	295	179	151	1177	95	62	513	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.61	0.39	1.00	0.62	0.38	1.00	1.85	0.15	1.00	1.80	0.20
Final Sat.:	1750	1090	710	1750	1120	680	1750	3423	276	1750	3347	352
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.08	0.26	0.26	0.09	0.34	0.34	0.04	0.15	0.15
Crit Moves:	****				****			****			****	
Green Time:	8.6	35.9	35.9	21.5	48.8	48.8	25.5	63.7	63.7	7.0	45.2	45.2
Volume/Cap:	0.76	0.53	0.53	0.53	0.76	0.76	0.47	0.76	0.76	0.71	0.47	0.47
Delay/Veh:	90.7	46.1	46.1	56.7	45.6	45.6	52.4	33.7	33.7	88.9	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.7	46.1	46.1	56.7	45.6	45.6	52.4	33.7	33.7	88.9	38.2	38.2
LOS by Move:	F	D	D	E	D	D	D	C	C	F	D	D
HCM2kAvgQ:	4	9	9	6	18	18	6	22	22	3	10	10

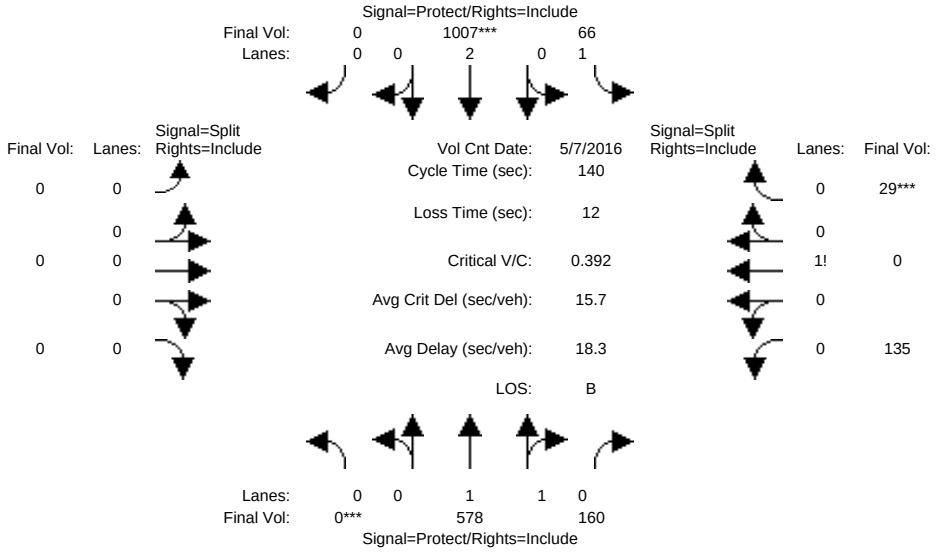
Note: Queue reported is the number of cars per lane.

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

Intersection #3959: MERIDIAN/SADDLE RACK



Street Name:	Meridian Avenue						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2016 << 5:00 - 6:00												
Base Vol:	0	578	160	66	1007	0	0	0	0	135	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	578	160	66	1007	0	0	0	0	135	0	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	578	160	66	1007	0	0	0	0	135	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	578	160	66	1007	0	0	0	0	135	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	578	160	66	1007	0	0	0	0	135	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	578	160	66	1007	0	0	0	0	135	0	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.55	0.45	1.00	2.00	0.00	0.00	0.00	0.00	0.82	0.00	0.18
Final Sat.:	0	2897	802	1750	3800	0	0	0	0	1441	0	309
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.04	0.27	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:	****				****							****
Green Time:	0.0	75.6	75.6	18.9	94.6	0.0	0.0	0.0	0.0	33.4	0.0	33.4
Volume/Cap:	0.00	0.37	0.37	0.28	0.39	0.00	0.00	0.00	0.00	0.39	0.00	0.39
Delay/Veh:	0.0	19.0	19.0	57.3	10.5	0.0	0.0	0.0	0.0	47.5	0.0	47.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.0	19.0	57.3	10.5	0.0	0.0	0.0	0.0	47.5	0.0	47.5
LOS by Move:	A	B	B	E	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	9	9	3	10	0	0	0	0	6	0	6

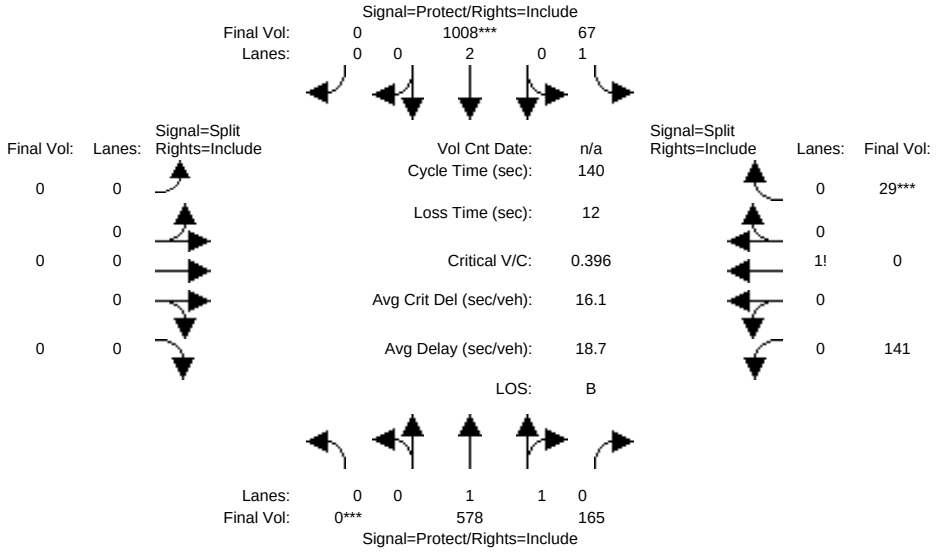
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3959: MERIDIAN/SADDLE RACK



Street Name:	Meridian Avenue						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	578	165	67	1008	0	0	0	0	141	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	578	165	67	1008	0	0	0	0	141	0	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	578	165	67	1008	0	0	0	0	141	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	578	165	67	1008	0	0	0	0	141	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	578	165	67	1008	0	0	0	0	141	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	578	165	67	1008	0	0	0	0	141	0	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.54	0.46	1.00	2.00	0.00	0.00	0.00	0.00	0.83	0.00	0.17
Final Sat.:	0	2878	821	1750	3800	0	0	0	0	1451	0	299
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.04	0.27	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****				****							****
Green Time:	0.0	75.0	75.0	18.7	93.7	0.0	0.0	0.0	0.0	34.3	0.0	34.3
Volume/Cap:	0.00	0.37	0.37	0.29	0.40	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Delay/Veh:	0.0	19.4	19.4	57.7	10.9	0.0	0.0	0.0	0.0	46.9	0.0	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.4	19.4	57.7	10.9	0.0	0.0	0.0	0.0	46.9	0.0	46.9
LOS by Move:	A	B	B	E	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	9	9	3	10	0	0	0	0	7	0	7

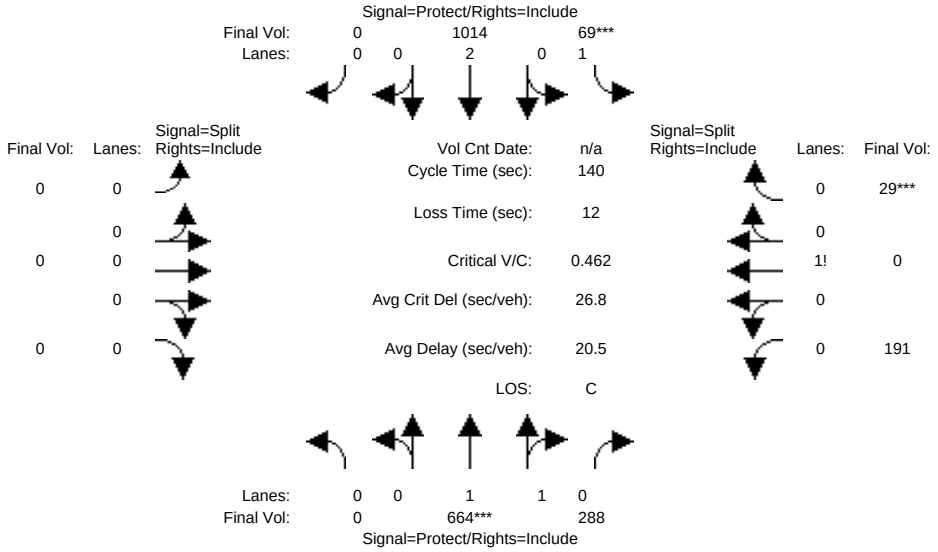
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3959: MERIDIAN/SADDLE RACK



Street Name:	Meridian Avenue						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	578	165	67	1008	0	0	0	0	141	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	578	165	67	1008	0	0	0	0	141	0	29
Added Vol:	0	86	123	2	6	0	0	0	0	50	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	664	288	69	1014	0	0	0	0	191	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	664	288	69	1014	0	0	0	0	191	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	664	288	69	1014	0	0	0	0	191	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	664	288	69	1014	0	0	0	0	191	0	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.38	0.62	1.00	2.00	0.00	0.00	0.00	0.00	0.87	0.00	0.13
Final Sat.:	0	2580	1119	1750	3800	0	0	0	0	1519	0	231
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.04	0.27	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****								****
Green Time:	0.0	78.0	78.0	11.9	89.9	0.0	0.0	0.0	0.0	38.1	0.0	38.1
Volume/Cap:	0.00	0.46	0.46	0.46	0.42	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Delay/Veh:	0.0	19.3	19.3	70.9	12.7	0.0	0.0	0.0	0.0	45.6	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.3	19.3	70.9	12.7	0.0	0.0	0.0	0.0	45.6	0.0	45.6
LOS by Move:	A	B	B	E	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	12	12	3	11	0	0	0	0	8	0	8

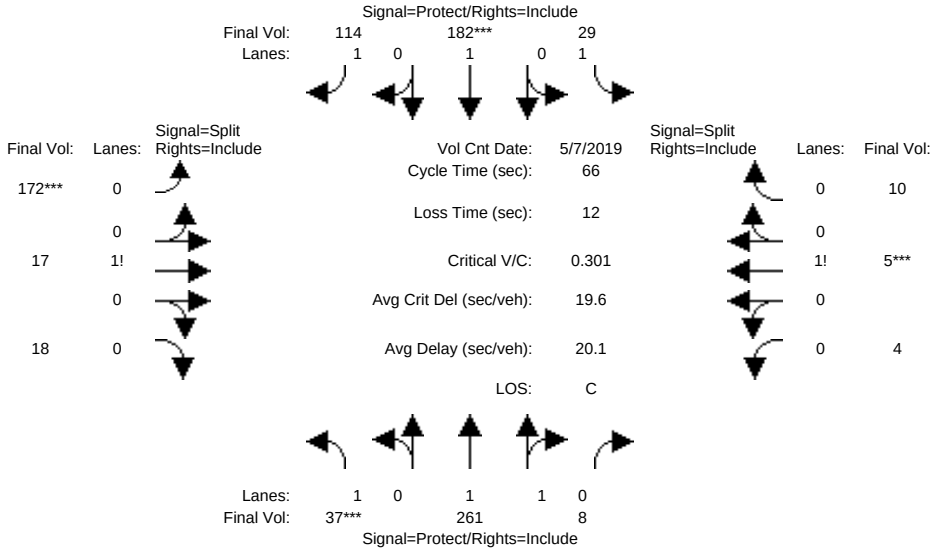
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3960: RACE/SADDLE RACK



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 << 5:00 - 6:00												
Base Vol:	37	261	8	29	182	114	172	17	18	4	5	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	261	8	29	182	114	172	17	18	4	5	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	261	8	29	182	114	172	17	18	4	5	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	261	8	29	182	114	172	17	18	4	5	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	261	8	29	182	114	172	17	18	4	5	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	261	8	29	182	114	172	17	18	4	5	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.00	1.00	0.83	0.08	0.09	0.21	0.26	0.53
Final Sat.:	1750	3590	110	1750	1900	1750	1454	144	152	368	461	921
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.02	0.10	0.07	0.12	0.12	0.12	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	7.0	15.9	15.9	11.1	20.0	20.0	24.7	24.7	24.7	2.3	2.3	2.3
Volume/Cap:	0.20	0.30	0.30	0.10	0.32	0.21	0.32	0.32	0.32	0.32	0.32	0.32
Delay/Veh:	29.3	21.4	21.4	23.9	19.2	18.1	15.9	15.9	15.9	44.4	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	21.4	21.4	23.9	19.2	18.1	15.9	15.9	15.9	44.4	44.4	44.4
LOS by Move:	C	C	C	C	B	B	B	B	B	D	D	D
HCM2kAvgQ:	1	3	3	1	3	2	3	3	3	1	1	1

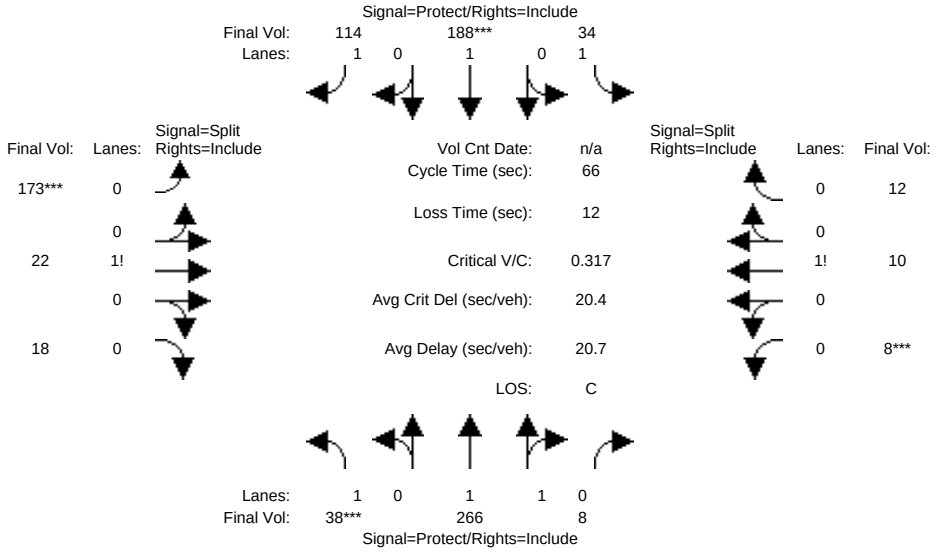
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San Jose, CA
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Background PM

Intersection #3960: RACE/SADDLE RACK



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	38	266	8	34	188	114	173	22	18	8	10	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	266	8	34	188	114	173	22	18	8	10	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	266	8	34	188	114	173	22	18	8	10	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	266	8	34	188	114	173	22	18	8	10	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	266	8	34	188	114	173	22	18	8	10	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	266	8	34	188	114	173	22	18	8	10	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.00	1.00	0.82	0.10	0.08	0.27	0.33	0.40
Final Sat.:	1750	3592	108	1750	1900	1750	1421	181	148	467	583	700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.02	0.10	0.07	0.12	0.12	0.12	0.02	0.02	0.02
Crit Moves:	****				****		****			****		
Green Time:	7.0	15.6	15.6	10.9	19.6	19.6	24.1	24.1	24.1	3.4	3.4	3.4
Volume/Cap:	0.20	0.31	0.31	0.12	0.33	0.22	0.33	0.33	0.33	0.33	0.33	0.33
Delay/Veh:	29.4	21.7	21.7	24.2	19.7	18.5	16.6	16.6	16.6	39.9	39.9	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	21.7	21.7	24.2	19.7	18.5	16.6	16.6	16.6	39.9	39.9	39.9
LOS by Move:	C	C	C	C	B	B	B	B	B	D	D	D
HCM2kAvgQ:	1	3	3	1	3	2	3	3	3	1	1	1

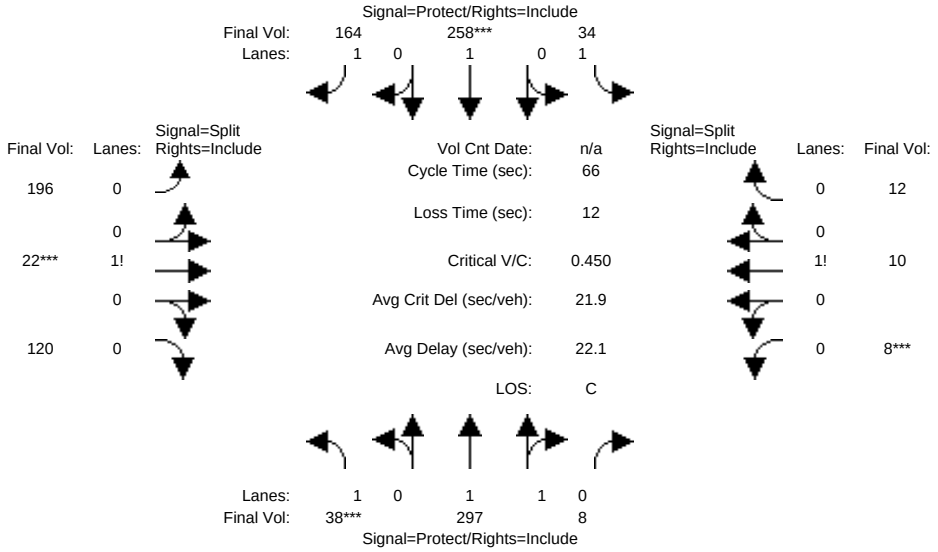
Note: Queue reported is the number of cars per lane.

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Project PM

Intersection #3960: RACE/SADDLE RACK



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	38	266	8	34	188	114	173	22	18	8	10	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	266	8	34	188	114	173	22	18	8	10	12
Added Vol:	0	31	0	0	70	50	23	0	102	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	297	8	34	258	164	196	22	120	8	10	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	297	8	34	258	164	196	22	120	8	10	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	297	8	34	258	164	196	22	120	8	10	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	297	8	34	258	164	196	22	120	8	10	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.00	1.00	0.58	0.07	0.35	0.27	0.33	0.40
Final Sat.:	1750	3603	97	1750	1900	1750	1015	114	621	467	583	700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.02	0.14	0.09	0.19	0.19	0.19	0.02	0.02	0.02
Crit Moves:	****				****			****			****	
Green Time:	7.0	15.0	15.0	10.5	18.4	18.4	26.2	26.2	26.2	2.3	2.3	2.3
Volume/Cap:	0.20	0.36	0.36	0.12	0.49	0.34	0.49	0.49	0.49	0.49	0.49	0.49
Delay/Veh:	29.4	22.7	22.7	24.7	23.0	20.8	17.3	17.3	17.3	56.1	56.1	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	22.7	22.7	24.7	23.0	20.8	17.3	17.3	17.3	56.1	56.1	56.1
LOS by Move:	C	C	C	C	C	C	B	B	B	E	E	E
HCM2kAvgQ:	1	3	3	1	4	3	6	6	6	1	1	1

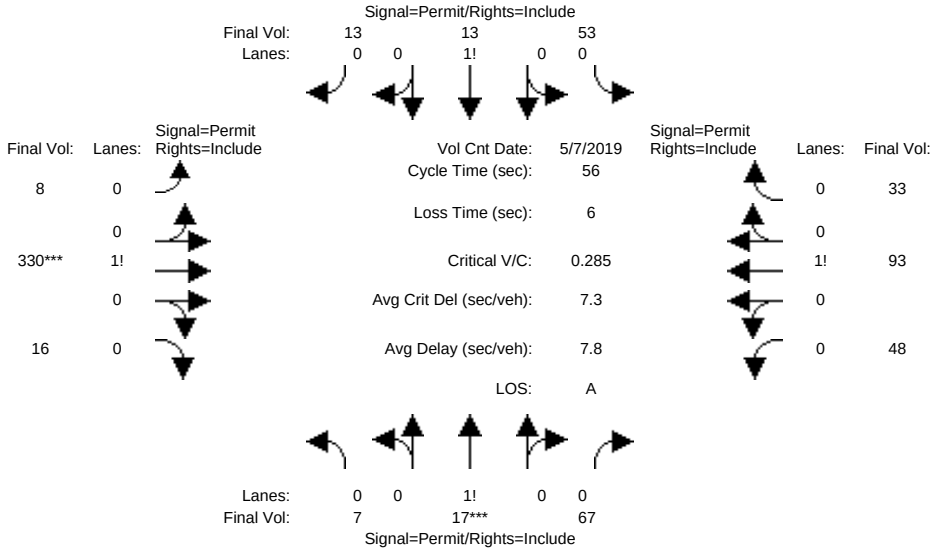
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3969: SUNOL/AUZERAIS



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 << 5:00 - 6:00												
Base Vol:	7	17	67	53	13	13	8	330	16	48	93	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	17	67	53	13	13	8	330	16	48	93	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	17	67	53	13	13	8	330	16	48	93	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	17	67	53	13	13	8	330	16	48	93	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	17	67	53	13	13	8	330	16	48	93	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	17	67	53	13	13	8	330	16	48	93	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.08	0.19	0.73	0.68	0.16	0.16	0.02	0.93	0.05	0.28	0.53	0.19
Final Sat.:	135	327	1288	1174	288	288	40	1631	79	483	935	332
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.05	0.05	0.05	0.20	0.20	0.20	0.10	0.10	0.10
Crit Moves:		****						****				
Green Time:	10.2	10.2	10.2	10.2	10.2	10.2	39.8	39.8	39.8	39.8	39.8	39.8
Volume/Cap:	0.28	0.28	0.28	0.25	0.25	0.25	0.28	0.28	0.28	0.14	0.14	0.14
Delay/Veh:	22.0	22.0	22.0	21.4	21.4	21.4	3.5	3.5	3.5	2.8	2.8	2.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	22.0	22.0	21.4	21.4	21.4	3.5	3.5	3.5	2.8	2.8	2.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	1	1	1	3	3	3	1	1	1

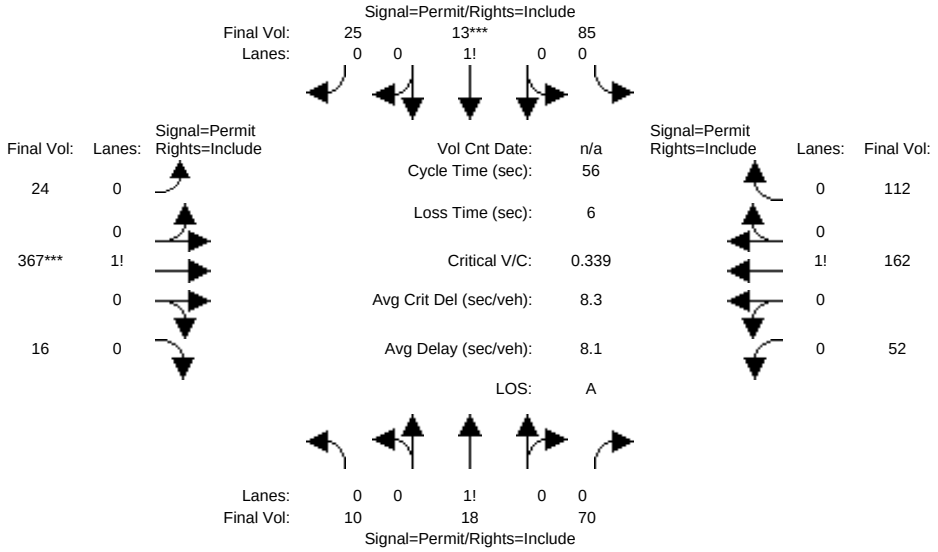
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3969: SUNOL/AUZERAIS



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	18	70	85	13	25	24	367	16	52	162	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	18	70	85	13	25	24	367	16	52	162	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	18	70	85	13	25	24	367	16	52	162	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	18	70	85	13	25	24	367	16	52	162	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	18	70	85	13	25	24	367	16	52	162	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	18	70	85	13	25	24	367	16	52	162	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.10	0.18	0.72	0.69	0.11	0.20	0.06	0.90	0.04	0.16	0.50	0.34
Final Sat.:	179	321	1250	1209	185	356	103	1578	69	279	870	601
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.07	0.07	0.07	0.23	0.23	0.23	0.19	0.19	0.19
Crit Moves:					****			****				
Green Time:	11.6	11.6	11.6	11.6	11.6	11.6	38.4	38.4	38.4	38.4	38.4	38.4
Volume/Cap:	0.27	0.27	0.27	0.34	0.34	0.34	0.34	0.34	0.34	0.27	0.27	0.27
Delay/Veh:	20.5	20.5	20.5	21.5	21.5	21.5	4.4	4.4	4.4	4.0	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	20.5	20.5	21.5	21.5	21.5	4.4	4.4	4.4	4.0	4.0	4.0
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	3	3	3	2	2	2

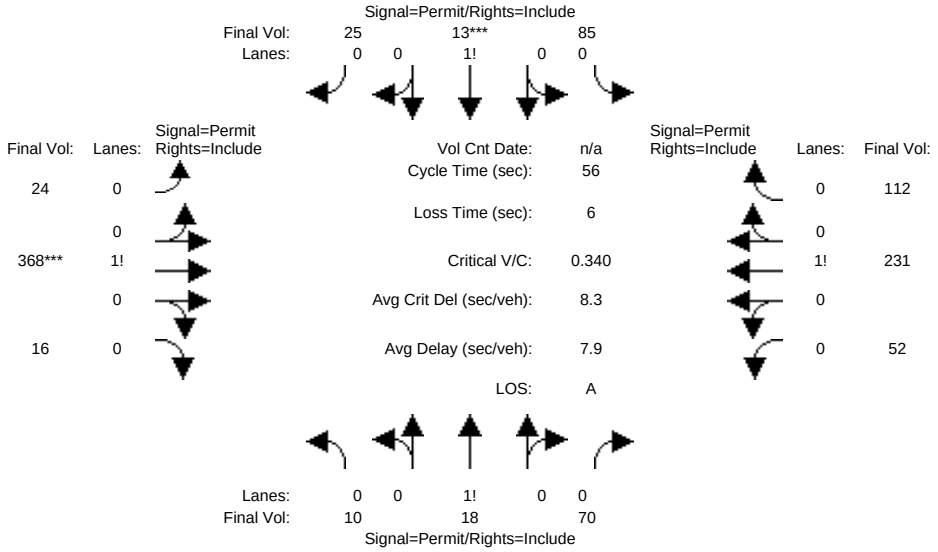
Note: Queue reported is the number of cars per lane.

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Avenues
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3969: SUNOL/AUZERAIS



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	18	70	85	13	25	24	367	16	52	162	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	18	70	85	13	25	24	367	16	52	162	112
Added Vol:	0	0	0	0	0	0	0	1	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	18	70	85	13	25	24	368	16	52	231	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	18	70	85	13	25	24	368	16	52	231	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	18	70	85	13	25	24	368	16	52	231	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	18	70	85	13	25	24	368	16	52	231	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.10	0.18	0.72	0.69	0.11	0.20	0.06	0.90	0.04	0.13	0.59	0.28
Final Sat.:	179	321	1250	1209	185	356	103	1578	69	230	1023	496
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.07	0.07	0.07	0.23	0.23	0.23	0.23	0.23	0.23
Crit Moves:					****			****				
Green Time:	11.6	11.6	11.6	11.6	11.6	11.6	38.4	38.4	38.4	38.4	38.4	38.4
Volume/Cap:	0.27	0.27	0.27	0.34	0.34	0.34	0.34	0.34	0.34	0.33	0.33	0.33
Delay/Veh:	20.5	20.5	20.5	21.5	21.5	21.5	4.4	4.4	4.4	4.3	4.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	20.5	20.5	21.5	21.5	21.5	4.4	4.4	4.4	4.3	4.3	4.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	3	3	3	3	3	3

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

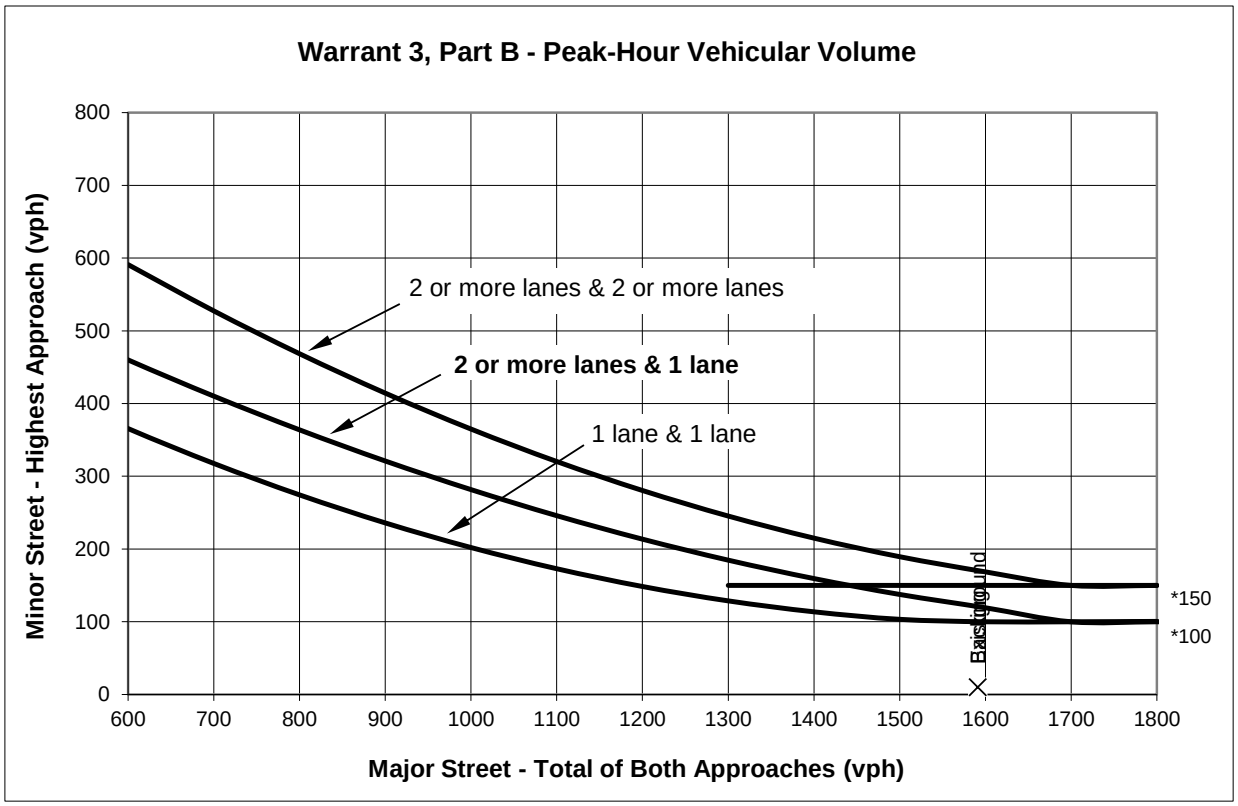
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Appendix F
Signal Warrant Analysis

DRAFT

Avenues

Meridian Ave/Harmon Ave **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background +Prj					
Major Street - Both Approaches	Meridian Ave		X	1591	1591	2510					
Minor Street - Highest Approach	Harmon Ave	X		10	10	8					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Avenues

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 2/4/20

Major Street: Meridian Ave — Critical Approach Speed* (mph): 35

Minor Street: Harmon Ave — Critical Approach Speed* (mph): 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)…… ☐ or In built up area of isolated community of < 10,000 population…… ☐ } **Rural (R)**

☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

AM PEAK PERIOD

	Existing	Background	Background+ Prj					
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB					
Highest Minor Street Average Delay (sec/veh)	23.4	23.4	343.4					
Corresponding Minor Street Approach Volume (veh/hr)	10	10	8					
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.8					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	Yes					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

AM PEAK PERIOD

		Approach Lanes: One	Approach Lanes: 2 or More	Existing	Background	Background+ Prj					
Major Street - Both Approaches	Meridian Ave		X	1591	1591	2510					
Minor Street - Highest Approach	Harmon Ave	X		10	10	8					
Signal Warranted based on Part B?				**No**	**No**	**No**					

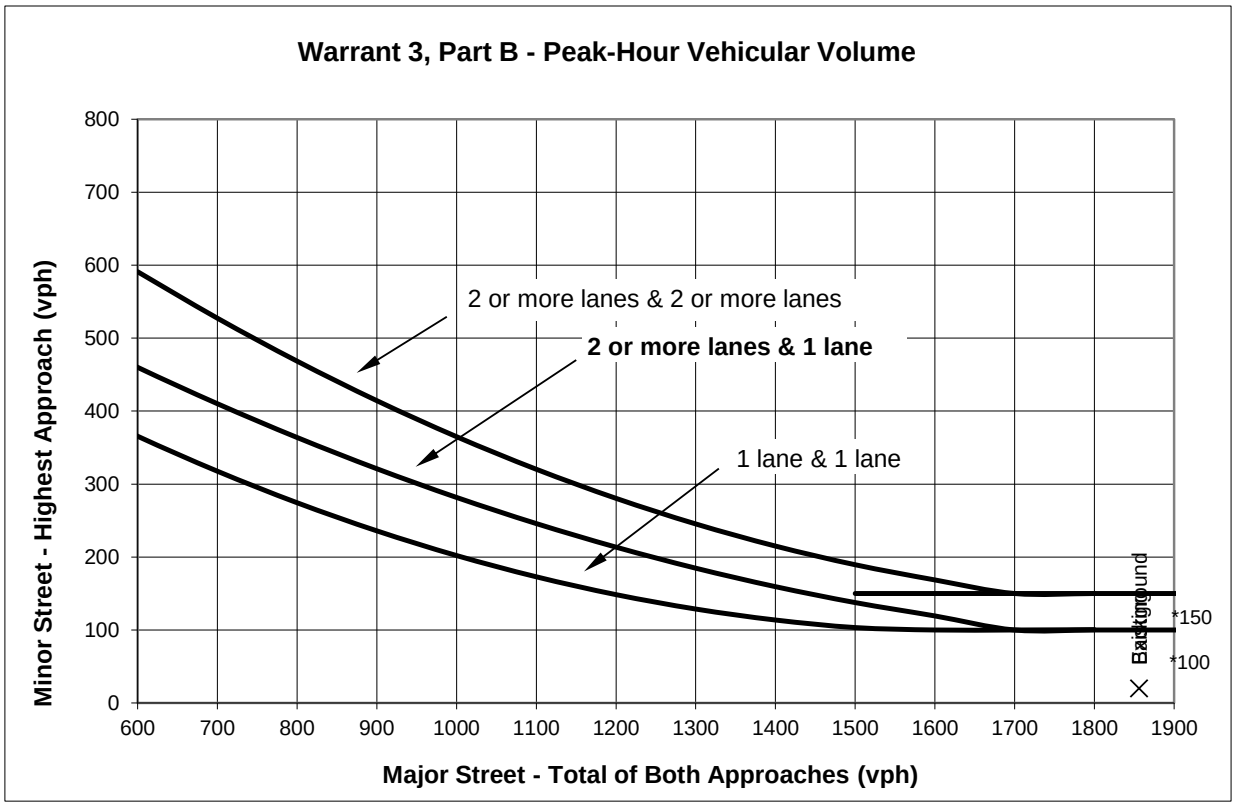
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

Notes:

Avenues

Meridian Ave/Harmon Ave **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background +Prj					
Major Street - Both Approaches	Meridian Ave		X	1856	1856	2234					
Minor Street - Highest Approach	Harmon Ave	X		20	20	12					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Avenues

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 2/4/20

Major Street: Meridian Ave — Critical Approach Speed* (mph): 35

Minor Street: Harmon Ave — Critical Approach Speed* (mph): 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)…… ☐ or ☐ **Rural (R)**

In built up area of isolated community of < 10,000 population…… ☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Background	Background+ Prj					
Minor Street Approach Direction w/ Highest Delay	EB	EB	WB					
Highest Minor Street Average Delay (sec/veh)	30.6	30.6	52.3					
Corresponding Minor Street Approach Volume (veh/hr)	2	2	12					
Minor Street Total Delay (veh-hrs)	0.0	0.0	0.2					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

PM PEAK HOUR

		Approach Lanes: One	Approach Lanes: 2 or More	Existing	Background	Background+ Prj					
Major Street - Both Approaches	Meridian Ave		X	1856	1856	2234					
Minor Street - Highest Approach	Harmon Ave	X		20	20	12					
Signal Warranted based on Part B?				**No**	**No**	**No**					

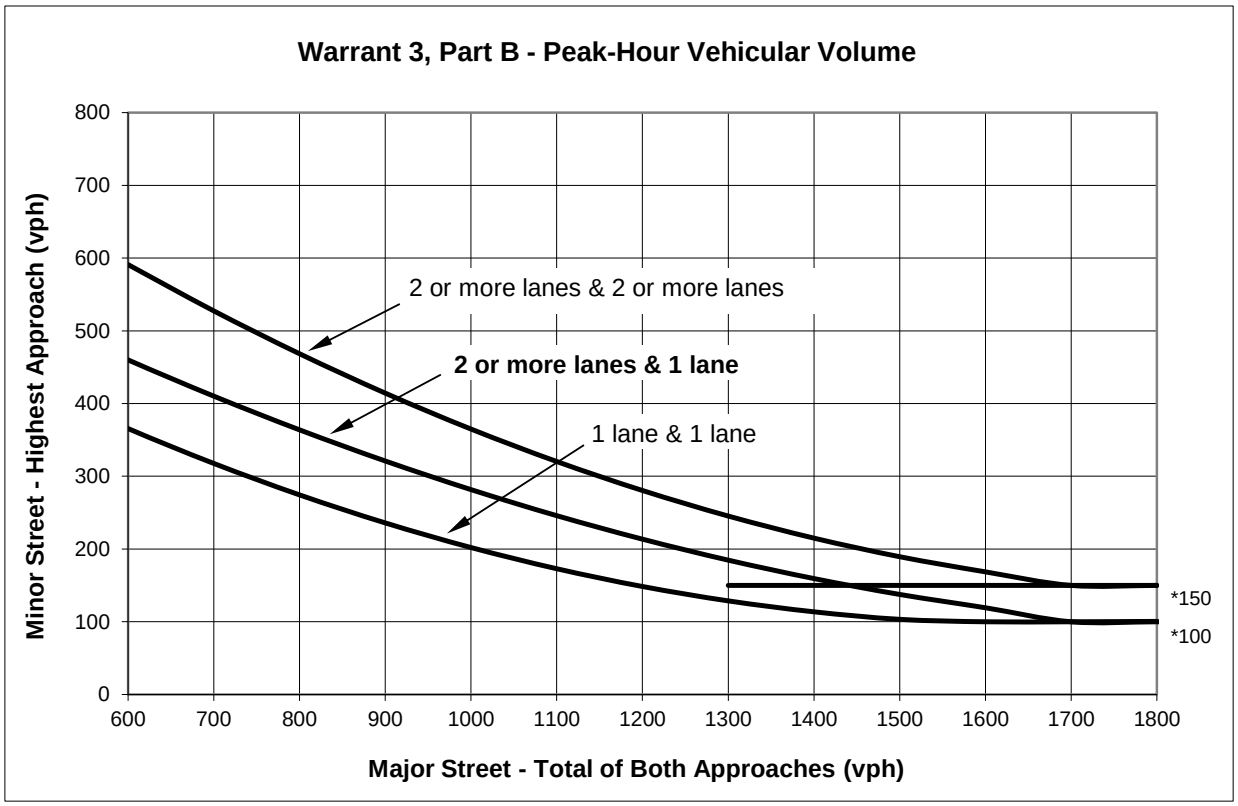
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

Notes:

Avenues

Race St/I-280 Off-Ramp **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background +Prj					
Major Street - Both Approaches	Race St	X		217	217	217					
Minor Street - Highest Approach	I-280 Off Ramp/ Driveway	X		596	596	681					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Avenues

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 2/4/20

Major Street: Race St — Critical Approach Speed* (mph): 30

Minor Street: I-280 Off Ramp/ Driveway — Critical Approach Speed* (mph): 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)…… ☐ or ☐ **Rural (R)**

In built up area of isolated community of < 10,000 population…… ☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

AM PEAK PERIOD

	Existing	Background	Background+ Prj					
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB					
Highest Minor Street Average Delay (sec/veh)	12.2	12.2	13.6					
Corresponding Minor Street Approach Volume (veh/hr)	596	596	681					
Minor Street Total Delay (veh-hrs)	2.0	2.0	2.6					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes	Yes					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

AM PEAK PERIOD

		Approach Lanes: One	Approach Lanes: 2 or More	Existing	Background	Background+ Prj					
Major Street - Both Approaches	Race St	X		217	217	217					
Minor Street - Highest Approach	I-280 Off Ramp/ Driveway	X		596	596	681					
Signal Warranted based on Part B?				**No**	**No**	**No**					

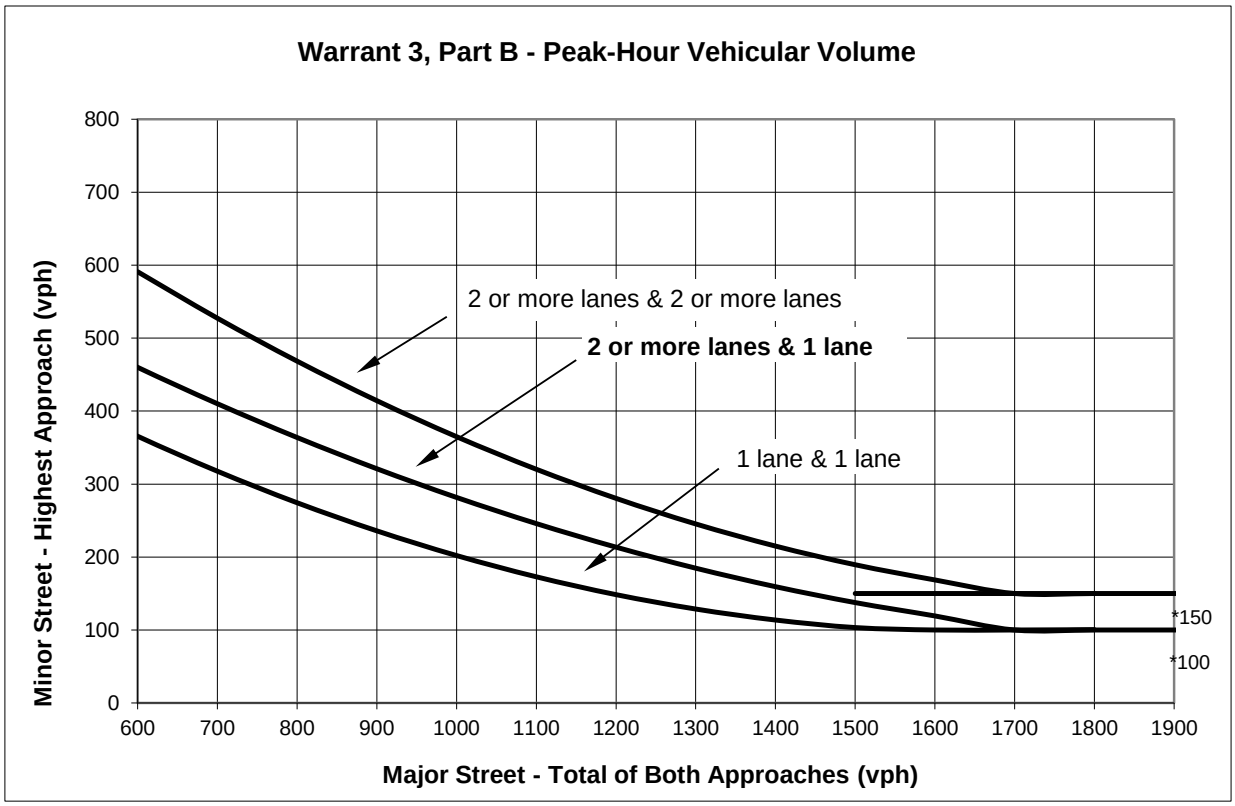
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

Notes:

Avenues

Race St/I-280 Off-Ramp **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background +Prj					
Major Street - Both Approaches	Race St	X		250	250	250					
Minor Street - Highest Approach	I-280 Off Ramp/ Driveway	X		734	734	775					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Avenues

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 2/4/20

Major Street: Race St — Critical Approach Speed* (mph): 30

Minor Street: I-280 Off Ramp/ Driveway — Critical Approach Speed* (mph): 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)…… ☐ or ☐ **Rural (R)**

In built up area of isolated community of < 10,000 population…… ☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

	PM PEAK HOUR Existing	Background	Background+ Prj					
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB					
Highest Minor Street Average Delay (sec/veh)	13.2	13.2	13.5					
Corresponding Minor Street Approach Volume (veh/hr)	734	734	775					
Minor Street Total Delay (veh-hrs)	2.7	2.7	2.9					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes	Yes					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

		Approach Lanes: One	2 or More	PM PEAK HOUR Existing	Background	Background+ Prj					
Major Street - Both Approaches	Race St	X		250	250	250					
Minor Street - Highest Approach	I-280 Off Ramp/ Driveway	X		734	734	775					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

Notes:

Appendix G
VMT Methodolgy Memorandum

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HEXAGON TRANSPORTATION CONSULTANTS, INC.

Technical Memorandum

Date: November 12, 2019

To: Manjit Banwait, City of San Jose

From: Ollie Zhou

Subject: Proposed VMT Analysis Methodology for the Avenues School in San Jose, CA

Hexagon Transportation Consultants, Inc. has conducted a VMT analysis for the proposed Avenues School project in San Jose, CA. The purpose of this memorandum is to provide a detailed summary of our proposed VMT methodology and the analysis findings.

Project Description

The proposed Avenues School would be located at the northeast corner of Meridian Avenue and Parkmoor Avenue in San Jose, CA. The proposed private school would serve grades toddler through 12th grade with a maximum student enrollment of 2,744 and an estimated 480 staff and employees. The project site currently includes two office buildings (550 and 570 Meridian Avenue), each three stories, totaling 153,413 square feet (sf), a 4-level parking structure with 475 current parking spaces in the center of the site, three large warehouse buildings (529, 581 and 691 Race Street) totaling 150,204 sf, and a smaller office building (1401 Parkmoor Avenue) that is 60,060 sf facing Parkmoor Avenue. The proposed school would repurpose the existing office buildings at 550 and 570 Meridian Avenue and the parking garage and demolish the warehouse/industrial buildings.

Proposed VMT Analysis Methodology

The proposed VMT analysis methodology compares the average per-student VMT generated by the project to the regional average per-student VMT for private schools and public schools. Each step of the analysis is discussed in detail below.

Project Conditions VMT

Development of a Student Distribution Model

To determine the average per-student VMT for private schools, Hexagon developed a student distribution model using zipcode-level data obtained from the Harker schools. Hexagon developed a regression equation based on the number of households in the higher income quartiles (income above average zonal household income), the average income for the higher income quartiles, and the distance to the school. The equation (shown below) suggests that the student distribution is positively correlated with the affluency of the area and inversely correlated with the travel distance. The equation has a relatively high correlation to the observed student distribution, with an R-squared value of approximately 0.84. The observed average trip length for the Harker schools is calculated using the weighted average of distances from each zipcode area to the school, and is calculated to be approximately 8.95 miles. This can be compared to a value of 8.83 miles calculated with the regression equation. The relatively high R-squared value and the low difference in the

estimated versus actual average trip length suggests that the proposed distribution model is reasonably calibrated.

$$TEMP_i = \frac{[HH_34_i * (INC_34_i - 55{,}000)^{1.9187}]}{Dist_i^{1.467}}$$

$$Distribution_i = \frac{TEMP_i}{\sum_k TEMP_k}$$

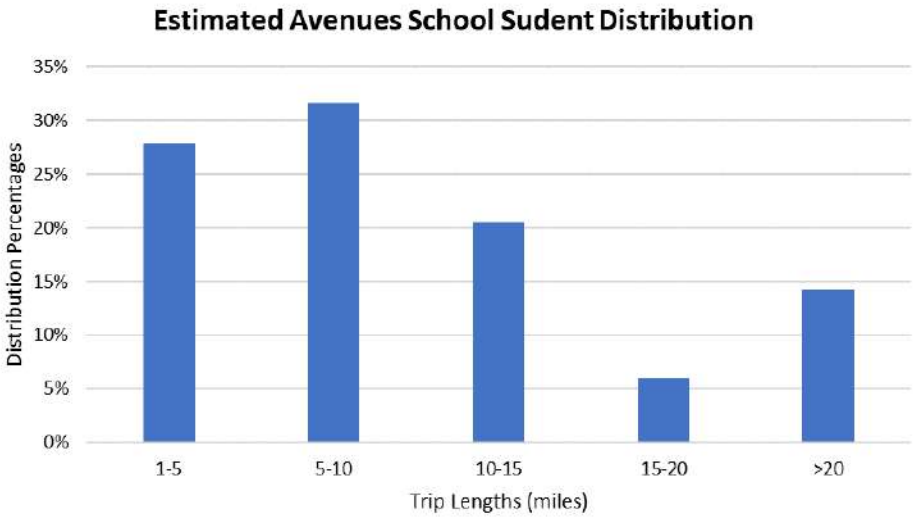
for:

i = i-th TAZ
k = total number of TAZs
HH_34 = number of households in income quartiles 3 and 4 (above average income level)
INC_34 = average income for households in income quartiles 3 and 4
TEMP = intermediate unnormalized distribution
Dist = Distance from TAZ i to school

Note: the equation is only calculated for distances within 1 and 40 miles, and INC_34 greater than $55,000. It is assumed that TAZs that do not meet these criteria would not affect the overall distribution.

Estimation of Avenues School Trip Length

The distribution model estimated that the average trip length for the proposed school at the project site would be 10.46 miles per trip. The estimated zonal distribution is shown on Figure 1, and the frequencies are summarized in plot below.



Existing Conditions VMT

According to the project applicant, it is assumed that of all students that would attend the proposed Avenues school (see Figure 1), approximately 90% of these students are currently attending private schools and the remaining 10% of these students are attending public schools.

Private School Trip Lengths

The project is expected to draw students mostly from the Santa Clara County, Redwood City, and Fremont vicinities. Hexagon researched existing private schools (using www.niche.com) within this area and found approximately 200 private schools providing pre-kindergarten, kindergarten, elementary, middle and/or high school education (see Figure 2). Using the TAZ-level land use data, Hexagon applied the private school trip distribution model to each school. Based on the estimated locations of the students that would be attending the Avenues school, Hexagon estimated the likelihood of each student attending each of the existing 200 private schools, and calculated a weighted average trip length of 9.24 miles per trip.

Public School Trip Lengths

Hexagon used the San Jose citywide travel demand forecast model to estimate trip distributions for public schools. Based on the estimated locations of the students that would be attending the Avenue school, Hexagon estimated the likelihood of each student attending each of the public schools within the model area, and calculated a weighted average trip length of 4.23 miles per trip.

Average Trip Lengths

With the assumption that 90% of these students are currently attending private schools and the remaining 10% of these students are attending public schools, the weighted average existing trip length for all students that would attend the Avenues school is approximately 8.74.

VMT Evaluation

The per-student VMT generated by the proposed project would be approximately 16.5% above the existing per-student VMT and would generate a VMT impact. The project would be required to provide mitigation measures to reduce the project VMT by 16.5%.

Figure 1 - Estimated Avenues School Student Distribution

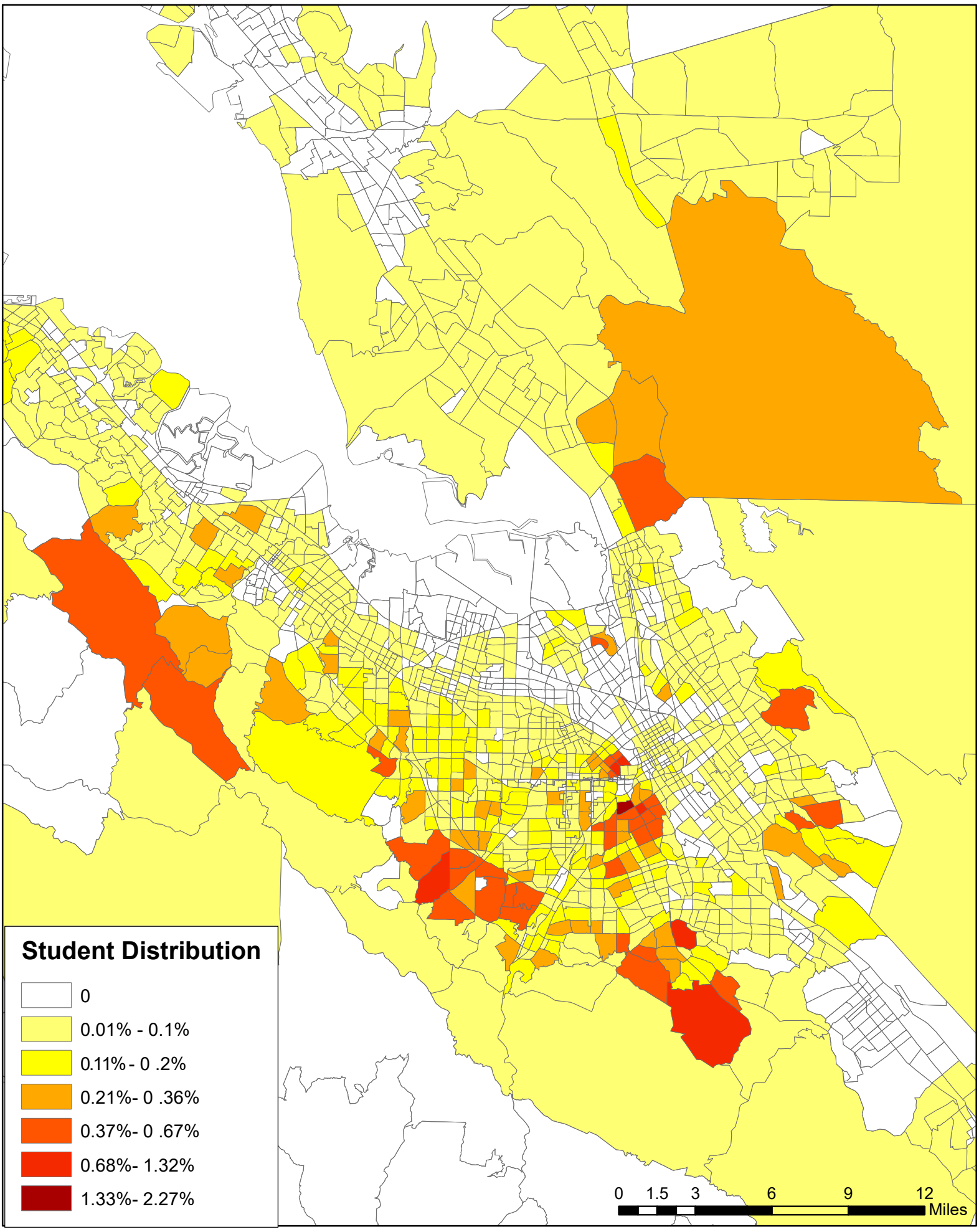
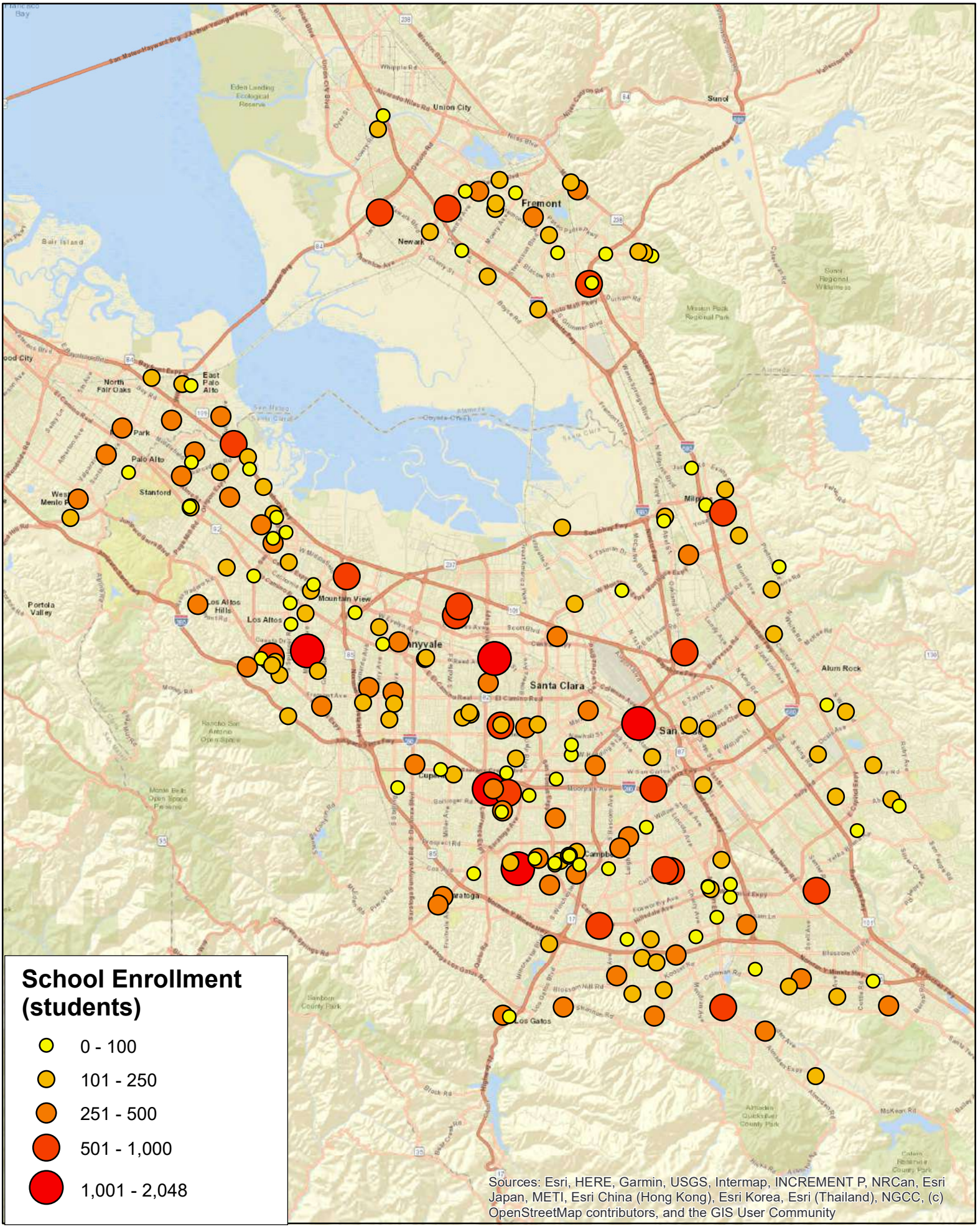


Figure 2 - Locations of Private Schools



Appendix H
Project TDM Plan

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VMT Mitigation Measure

Mitigation Approach

The transportation analysis prepared by Hexagon identifies that the Avenues Silicon Valley project ("Avenues" or the "Project") will result in a potentially significant transportation impact on vehicle-miles-traveled (VMT). Hexagon's analysis is based on Avenues' estimated student mix by grade at full capacity of 2,744 students. As a result, mitigation measures are required to reduce the VMT impact to a level of less-than-significant. In addition, off-site intersection analysis and site access yields trip generation caps that shall not be exceeded. Based on the four VMT reduction strategy tiers described in the City of San Jose Transportation Analysis Handbook and VMT Sketch Tool, it is recommended that Avenues implement a transportation demand management ("TDM") program and off-site street improvements to reduce the potential significant VMT impact. A combination of TDM measures would need to be implemented to achieve a minimum VMT trip reduction of 17% for each project phase for students and 3% for staff (Table 4, Note 7, Avenues School Draft Traffic Analysis, Hexagon, February 5, 2020). A TDM credit of 4.6% can be claimed for off-site improvements.

As allowed by Section 3.8 of the Transportation Analysis Handbook, Avenues will establish a trip cap based on the maximum net new vehicle trips allowed to be generated by the Project. This trip cap will be established at the outset of the Project and will serve as a trigger to identify when the TDM program will need to implement additional measures to mitigate the VMT impact. Avenues will be responsible for monitoring and reporting vehicle trips as part of its Annual Monitoring requirement (outlined below) as well as establishing a TDM program in order to demonstrate that its VMT mitigation is below the established trip cap threshold [after opening day]. However, as Avenues is new to San Jose, Avenues will be allowed to revisit the VMT impact in the future based on its actual operating data and trip origins. Based on the transportation analysis and corresponding trip generation calculations prepared by Hexagon, the City has determined that at full-buildout, the Project will have a trip cap of 1,795 net AM vehicle trips. This includes all trips to and from the site in the highest AM peak one hour.

Student enrollment is anticipated to increase over a ramp-up period of two (2) to five (5) plus years from opening day to a point at which it is at or above the trip cap of 1,795 net AM vehicle trips at full buildout; however, actual enrollment may differ from this estimated ramp. Avenues will have a separate trip cap established for the following development scenarios: Phase I, Phase II, Phase III, and Full Buildout. The trip generation for the Project at capacity is estimated to be 2,627 gross AM vehicle trips (Table 4, Avenues School Draft Traffic Analysis, Hexagon, February 5, 2020). As such, Avenues will be required to implement TDM measures (please refer to Tables 1-4 for a set of currently established TDM mitigation measures) and annual trip monitoring reports to verify the Project's current development phase does not exceed the established trip cap.

Mitigation Measure TR-XX:

Prior to the issuance of any public works clearances, Avenues shall implement the following Transportation Demand Management (TDM) measures:

- Annual Monitoring: An annual monitoring requirement establishing a trip cap of net AM peak-hour vehicle trips will be conducted by Avenues for each project phase. Annual trip monitoring reports will be submitted to the Department of Planning, Building and Code Enforcement's Environmental Review for approval. The following vehicle trip cap for each project phase is summarized below:

  With no Off-site Improvements
  - Phase I: 933 AM trips
  - Phase II: 1,740 AM trips
  - Phase III: 1,795 AM trips
  - Full Buildout: 1,795 AM trips

  With Off-site Improvements (Additional 4.6% TDM credit)
  - Phase I: 983 AM trips (Once off-site improvements are in place)
  - Phase II: 1,795 AM trips
  - Phase III: 1,795 AM trips
  - Full Buildout: 1,795 AM trips

- TDM Plan: For each project phase, Avenues will be required to implement one or more of the TDM mitigation measures shown on **Tables 1-4** in order to achieve a minimum 17% VMT trip reduction of student trips and [3% reduction of staff trips for the project]. [The trip caps outlined above have already factored in the minimum VMT reduction]. If the established trip cap for the current project phase is exceeded, additional TDM mitigation measures may need to be implemented to reduce the VMT impact to a point at which it no longer exceeds the established trip cap.

  - The TDM plan for monitoring, reporting, compliance, and funding will be provided for the life of the Project; however, as outlined above, Avenues shall be allowed to revisit the VMT impact in the future based on its actual operating data, including trip generations, origins and destinations. A traffic engineer shall prepare and submit the TDM plan to the Director of Planning or Director's designee of the City of San Jose Department of Planning, Building and Code Enforcement, and Director's designee of the City of San Jose Department of Public Works.

  - Follow-up Monitoring: After implementing TDM mitigation measures, the Project will be required to submit a follow-up monitoring report that demonstrates compliance with the trip cap requirements within a grace period, which will not exceed six (6) months per Section 3.8 of the Transportation Analysis Handbook.

  - Availability: Information regarding the TDM plan shall be distributed to all faculty and staff and families of Avenues' students and shall be posted on the Avenues website prior to program implementation.

- TDM Coordinator: Contact information for the TDM coordinator shall be posted on the Avenues website.

Table 1 **Phase 1 - Avenues TDM Mitigation Measures** **2/26/2020**

#	Applicable TDM Measure	General Description	TDM Type	TDM Application	Implementation Measure	Estimated Trip Reduction Range	Additional Notes
1	Trip Cap	Establishes a maximum number of daily personal motorized vehicle-trips allowed to be generated by a project. Requires annual monitoring and reporting and requires penalties for nonconformance.	Management	Students and Faculty	Continuous Monitoring	Trip Cap is 770 net new AM trips for Phase 1	TDM measure required for annual project trip monitoring
2	Implement Commute Trip Reduction Marketing/ Educational Campaign	Implement marketing/educational campaigns that identifies a TDM Coordinator and promotes the use of transit, shared rides, and travel through active modes. Strategies may include incorporation of alternative commute options into new staff orientations, event promotions, and publications.	Management	Students and Faculty	Continuous Monitoring	0.1% to 1%	TDM measure required for annual project trip monitoring
3	Implement a School Car Pool Program(1)	Establish a program that coordinates carpools amongst parents in the development who transport students to and from schools. The school carpool program should be open to all residents in the development. School carpools reduce the total number of personal motorized vehicle-trips traveling to and from schools. Requires coordination with the City and schools.	Incentive	Students	Low Monitoring	1% to 3%	
4	Implement Staff Parking “Cash-Out” Program	Have the Project offer a parking "cash-out" option. Providing "cash-out" incentives gives staff the choice to forgo subsidized/free parking for a cash payment equivalent to the cost that the employer would otherwise pay for the parking space. Providing an alternative to subsidized/free parking encourages commuters to travel by walking, biking, carpooling, and transit.	Incentive / Management	Faculty	Low Monitoring	0.1% to 0.5%	
5	Provide Bicycle Locker/Racks	Provide safe storage for staff and students to park bicycles for commuting.	Infrastructure	Students and Faculty	Construction	0.1% to 1%	
6	Provide Showers/Changing Room Facilities	Provide showers and changing rooms for those walking/bicycling to and from the project.	Infrastructure	Students and Faculty	Construction	0.1% to 0.5%	
7	Compulsory/Voluntary Travel Behavior Change and Trip Reduction Program	Provide a program that targets individual attitudes and behaviors towards travel, and provide tools for individuals to analyze and alter their travel behavior. Compulsory/Voluntary Travel Behavior Change programs include mass communication campaigns and travel feedback programs, such as travel diaries or feedback on calories burned from activities and travel. A Trip Reduction Program aims to reduce the number of drive-alone commute trips to and from the project. Such a program should assist staff in using alternative transportation modes. Tools that may be incorporated into the program include flexible/alternative work schedules, rideshare assistance, vanpool assistance, and bicycle end-of-trip facilities.	Incentive	Students and Faculty	Monitoring	0.1% to 17 %	Program can be incorporated with lottery enrollment system. Students walking/biking to school could receive physical education credits for participating
8	Implement Subsidized or Discounted Transit Program	Provide either partially or fully subsidized/discounted transit passes (i.e. staff, students, and visitors). Providing subsidies for transit use encourages people to use transit rather than driving. This measure differs from the "Subsidize Public Transit Service Upgrades" below in that subsidies are provided to staff and students, not the public transit agency.	Incentive	Students and Faculty	Continuous Monitoring	1% to 10%	TDM measure would require annual participation in VTA SmartPass program
9	Operate a Free Direct Shuttle/Bus Service(1)	Provide shuttle service between the project site and areas with high concentrations of student residence. This measure reduces drive-alone commute trips.	Infrastructure	Students	Continuous Monitoring	2% to 10%	
10	Provide Ride-Sharing Programs	Organize a program to match individuals interested in carpooling who have similar commutes. This measure promotes the use of carpooling and reduces the number of drive-alone trips.	Incentive	Faculty	Continuous Monitoring	0.1% to 1%	Project could partner with Scoop services for ride-share
					Total Estimated Trip Reduction Range	**4.6% to 44%**	**Phase 1 Scenario**

NOTES:

*(1) Coordination with the City is required to implement the measure.

*List of TDM measures based on Table 4 of the San Jose Transportation Analysis Handbook (April 2018).

*For planning purposes, Implementation Measure qualitatively represents the actions needed for the TDM measure to be successful.
Construction = one time build
Low Monitoring = low intensive management effort
Monitoring = medium intensive management effort
Continuous Monitoring = high intensive management effort

*Estimated trip reduction % based on typical values from Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, August 2010. Values are for planning purposes only and may vary due to school operations

Table 2 **Phase 2 - Avenues TDM Mitigation Measures** **2/26/2020**

#	Applicable TDM Measure	General Description	TDM Type	TDM Application	Implementation Measure	Estimated Trip Reduction Range	Additional Notes
1	Trip Cap	Establishes a maximum number of daily personal motorized vehicle-trips allowed to be generated by a project. Requires annual monitoring and reporting and requires penalties for nonconformance.	Management	Students and Faculty	Continuous Monitoring	Trip Cap is 1,398 net new AM trips for Phase 2	TDM measure required for annual project trip monitoring
2	Implement Commute Trip Reduction Marketing/ Educational Campaign	Implement marketing/educational campaigns that identifies a TDM Coordinator and promotes the use of transit, shared rides, and travel through active modes. Strategies may include incorporation of alternative commute options into new staff orientations, event promotions, and publications.	Management	Students and Faculty	Continuous Monitoring	0.1% to 1%	TDM measure required for annual project trip monitoring
3	Implement a School Car Pool Program(1)	Establish a program that coordinates carpools amongst parents in the development who transport students to and from schools. The school carpool program should be open to all residents in the development. School carpools reduce the total number of personal motorized vehicle-trips traveling to and from schools. Requires coordination with the City and schools.	Incentive	Students	Low Monitoring	1% to 3%	
4	Implement Staff Parking “Cash-Out” Program	Have the Project offer a parking "cash-out" option. Providing "cash-out" incentives gives staff the choice to forgo subsidized/free parking for a cash payment equivalent to the cost that the employer would otherwise pay for the parking space. Providing an alternative to subsidized/free parking encourages commuters to travel by walking, biking, carpooling, and transit.	Incentive / Management	Faculty	Low Monitoring	0.1% to 0.5%	
5	Provide Bicycle Locker/Racks	Provide safe storage for staff and students to park bicycles for commuting.	Infrastructure	Students and Faculty	Construction	0.1% to 1%	
6	Provide Showers/Changing Room Facilities	Provide showers and changing rooms for those walking/bicycling to and from the project.	Infrastructure	Students and Faculty	Construction	0.1% to 0.5%	
7	Compulsory/Voluntary Travel Behavior Change and Trip Reduction Program	Provide a program that targets individual attitudes and behaviors towards travel, and provide tools for individuals to analyze and alter their travel behavior. Compulsory/Voluntary Travel Behavior Change programs include mass communication campaigns and travel feedback programs, such as travel diaries or feedback on calories burned from activities and travel. A Trip Reduction Program aims to reduce the number of drive-alone commute trips to and from the project. Such a program should assist staff in using alternative transportation modes. Tools that may be incorporated into the program include flexible/alternative work schedules, rideshare assistance, vanpool assistance, and bicycle end-of-trip facilities.	Incentive	Students and Faculty	Monitoring	0.1% to 17 %	Program can be incorporated with lottery enrollment system. Students walking/biking to school could receive physical education credits for participating
8	Implement Subsidized or Discounted Transit Program	Provide either partially or fully subsidized/discounted transit passes (i.e. staff, students, and visitors). Providing subsidies for transit use encourages people to use transit rather than driving. This measure differs from the "Subsidize Public Transit Service Upgrades" below in that subsidies are provided to staff and students, not the public transit agency.	Incentive	Students and Faculty	Continuous Monitoring	1% to 10%	TDM measure would require annual participation in VTA SmartPass program
9	Operate a Free Direct Shuttle/Bus Service(1)	Provide shuttle service between the project site and areas with high concentrations of student residence. This measure reduces drive-alone commute trips.	Infrastructure	Students	Continuous Monitoring	2% to 10%	
10	Provide Ride-Sharing Programs	Organize a program to match individuals interested in carpooling who have similar commutes. This measure promotes the use of carpooling and reduces the number of drive-alone trips.	Incentive	Faculty	Continuous Monitoring	0.1% to 1%	Project could partner with Scoop services for ride-share
					Total Estimated Trip Reduction Range	**4.6% to 44%**	**Phase 2 Scenario**

NOTES:

*(1) Coordination with the City is required to implement the measure.

*List of TDM measures based on Table 4 of the San Jose Transportation Analysis Handbook (April 2018).

*For planning purposes, Implementation Measure qualitatively represents the actions needed for the TDM measure to be successful.
Construction = one time build
Low Monitoring = low intensive management effort
Monitoring = medium intensive management effort
Continuous Monitoring = high intensive management effort

*Estimated trip reduction % based on typical values from Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, August 2010. Values are for planning purposes only and may vary due to school operations

Table 3 **Phase 3 - Avenues TDM Mitigation Measures** **2/26/2020**

#	Applicable TDM Measure	General Description	TDM Type	TDM Application	Implementation Measure	Estimated Trip Reduction Range	Additional Notes
1	Trip Cap	Establishes a maximum number of daily personal motorized vehicle-trips allowed to be generated by a project. Requires annual monitoring and reporting and requires penalties for nonconformance.	Management	Students and Faculty	Continuous Monitoring	Trip Cap is 1,701 net new AM trips for Phase 3	TDM measure required for annual project trip monitoring
2	Implement Commute Trip Reduction Marketing/ Educational Campaign	Implement marketing/educational campaigns that identifies a TDM Coordinator and promotes the use of transit, shared rides, and travel through active modes. Strategies may include incorporation of alternative commute options into new staff orientations, event promotions, and publications.	Management	Students and Faculty	Continuous Monitoring	0.1% to 1%	TDM measure required for annual project trip monitoring
3	Implement a School Car Pool Program(1)	Establish a program that coordinates carpools amongst parents in the development who transport students to and from schools. The school carpool program should be open to all residents in the development. School carpools reduce the total number of personal motorized vehicle-trips traveling to and from schools. Requires coordination with the City and schools.	Incentive	Students	Low Monitoring	1% to 3%	
4	Implement Staff Parking “Cash-Out” Program	Have the Project offer a parking "cash-out" option. Providing "cash-out" incentives gives staff the choice to forgo subsidized/free parking for a cash payment equivalent to the cost that the employer would otherwise pay for the parking space. Providing an alternative to subsidized/free parking encourages commuters to travel by walking, biking, carpooling, and transit.	Incentive / Management	Faculty	Low Monitoring	0.1% to 0.5%	
5	Provide Bicycle Locker/Racks	Provide safe storage for staff and students to park bicycles for commuting.	Infrastructure	Students and Faculty	Construction	0.1% to 1%	
6	Provide Showers/Changing Room Facilities	Provide showers and changing rooms for those walking/bicycling to and from the project.	Infrastructure	Students and Faculty	Construction	0.1% to 0.5%	
7	Compulsory/Voluntary Travel Behavior Change and Trip Reduction Program	Provide a program that targets individual attitudes and behaviors towards travel, and provide tools for individuals to analyze and alter their travel behavior. Compulsory/Voluntary Travel Behavior Change programs include mass communication campaigns and travel feedback programs, such as travel diaries or feedback on calories burned from activities and travel. A Trip Reduction Program aims to reduce the number of drive-alone commute trips to and from the project. Such a program should assist staff in using alternative transportation modes. Tools that may be incorporated into the program include flexible/alternative work schedules, rideshare assistance, vanpool assistance, and bicycle end-of-trip facilities.	Incentive	Students and Faculty	Monitoring	0.1% to 17 %	Program can be incorporated with lottery enrollment system. Students walking/biking to school could receive physical education credits for participating
8	Implement Subsidized or Discounted Transit Program	Provide either partially or fully subsidized/discounted transit passes (i.e. staff, students, and visitors). Providing subsidies for transit use encourages people to use transit rather than driving. This measure differs from the "Subsidize Public Transit Service Upgrades" below in that subsidies are provided to staff and students, not the public transit agency.	Incentive	Students and Faculty	Continuous Monitoring	1% to 10%	TDM measure would require annual participation in VTA SmartPass program
9	Operate a Free Direct Shuttle/Bus Service(1)	Provide shuttle service between the project site and areas with high concentrations of student residence. This measure reduces drive-alone commute trips.	Infrastructure	Students	Continuous Monitoring	2% to 10%	
10	Provide Ride-Sharing Programs	Organize a program to match individuals interested in carpooling who have similar commutes. This measure promotes the use of carpooling and reduces the number of drive-alone trips.	Incentive	Faculty	Continuous Monitoring	0.1% to 1%	Project could partner with Scoop services for ride-share
					Total Estimated Trip Reduction Range	**4.6% to 44%**	**Phase 3 Scenario**

NOTES:

*(1) Coordination with the City is required to implement the measure.

*List of TDM measures based on Table 4 of the San Jose Transportation Analysis Handbook (April 2018).

*For planning purposes, Implementation Measure qualitatively represents the actions needed for the TDM measure to be successful.
Construction = one time build
Low Monitoring = low intensive management effort
Monitoring = medium intensive management effort
Continuous Monitoring = high intensive management effort

*Estimated trip reduction % based on typical values from Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, August 2010. Values are for planning purposes only and may vary due to school operations

Table 4 **Full Buildout - Avenues TDM Mitigation Measures** **2/26/2020**

#	Applicable TDM Measure	General Description	TDM Type	TDM Application	Implementation Measure	Estimated Trip Reduction Range	Additional Notes
1	Trip Cap	Establishes a maximum number of daily personal motorized vehicle-trips allowed to be generated by a project. Requires annual monitoring and reporting and requires penalties for nonconformance.	Management	Students and Faculty	Continuous Monitoring	Trip Cap is 1,795 net new AM trips for full buildout	TDM measure required for annual project trip monitoring
2	Implement Commute Trip Reduction Marketing/ Educational Campaign	Implement marketing/educational campaigns that identifies a TDM Coordinator and promotes the use of transit, shared rides, and travel through active modes. Strategies may include incorporation of alternative commute options into new staff orientations, event promotions, and publications.	Management	Students and Faculty	Continuous Monitoring	0.1% to 1%	TDM measure required for annual project trip monitoring
3	Implement a School Car Pool Program(1)	Establish a program that coordinates carpools amongst parents in the development who transport students to and from schools. The school carpool program should be open to all residents in the development. School carpools reduce the total number of personal motorized vehicle-trips traveling to and from schools. Requires coordination with the City and schools.	Incentive	Students	Low Monitoring	1% to 3%	
4	Implement Staff Parking “Cash-Out” Program	Have the Project offer a parking "cash-out" option. Providing "cash-out" incentives gives staff the choice to forgo subsidized/free parking for a cash payment equivalent to the cost that the employer would otherwise pay for the parking space. Providing an alternative to subsidized/free parking encourages commuters to travel by walking, biking, carpooling, and transit.	Incentive / Management	Faculty	Low Monitoring	0.1% to 0.5%	
5	Provide Bicycle Locker/Racks	Provide safe storage for staff and students to park bicycles for commuting.	Infrastructure	Students and Faculty	Construction	0.1% to 1%	
6	Provide Showers/Changing Room Facilities	Provide showers and changing rooms for those walking/bicycling to and from the project.	Infrastructure	Students and Faculty	Construction	0.1% to 0.5%	
7	Compulsory/Voluntary Travel Behavior Change and Trip Reduction Program	Provide a program that targets individual attitudes and behaviors towards travel, and provide tools for individuals to analyze and alter their travel behavior. Compulsory/Voluntary Travel Behavior Change programs include mass communication campaigns and travel feedback programs, such as travel diaries or feedback on calories burned from activities and travel. A Trip Reduction Program aims to reduce the number of drive-alone commute trips to and from the project. Such a program should assist staff in using alternative transportation modes. Tools that may be incorporated into the program include flexible/alternative work schedules, rideshare assistance, vanpool assistance, and bicycle end-of-trip facilities.	Incentive	Students and Faculty	Monitoring	0.1% to 17 %	Program can be incorporated with lottery enrollment system. Students walking/biking to school could receive physical education credits for participating
8	Implement Subsidized or Discounted Transit Program	Provide either partially or fully subsidized/discounted transit passes (i.e. staff, students, and visitors). Providing subsidies for transit use encourages people to use transit rather than driving. This measure differs from the "Subsidize Public Transit Service Upgrades" below in that subsidies are provided to staff and students, not the public transit agency.	Incentive	Students and Faculty	Continuous Monitoring	1% to 10%	TDM measure would require annual participation in VTA SmartPass program
9	Operate a Free Direct Shuttle/Bus Service(1)	Provide shuttle service between the project site and areas with high concentrations of student residence. This measure reduces drive-alone commute trips.	Infrastructure	Students	Continuous Monitoring	2% to 10%	
10	Provide Ride-Sharing Programs	Organize a program to match individuals interested in carpooling who have similar commutes. This measure promotes the use of carpooling and reduces the number of drive-alone trips.	Incentive	Faculty	Continuous Monitoring	0.1% to 1%	Project could partner with Scoop services for ride-share
					Total Estimated Trip Reduction Range	**4.6% to 44%**	**Full Buildout Scenario**

NOTES:

*(1) Coordination with the City is required to implement the measure.

*List of TDM measures based on Table 4 of the San Jose Transportation Analysis Handbook (April 2018).

*For planning purposes, Implementation Measure qualitatively represents the actions needed for the TDM measure to be successful.
Construction = one time build
Low Monitoring = low intensive management effort
Monitoring = medium intensive management effort
Continuous Monitoring = high intensive management effort

*Estimated trip reduction % based on typical values from Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, August 2010. Values are for planning purposes only and may vary due to school operations