Appendix H:
Transportation and Supporting Information

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HEXAGON TRANSPORTATION CONSULTANTS, INC.

5670 Camden Avenue Residential

Transportation Analysis

Prepared for:

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Table of Contents

Executive Summary iii
1. Introduction 1
2. Existing Transportation Conditions 16
3. CEQA Transportation Analysis 21
4. Local Transportation Analysis 28
5. TDM Requirements 46
6. Conclusions 49

Appendices

Appendix A New Traffic Counts
Appendix B Volume Spreadsheets
Appendix C Intersection Level of Service Calculations
Appendix D Signal Warrant Sheets
Appendix E Truck Turning Templates
Appendix F TDM Plan and TDM Points Checklist

List of Tables

Table 1 VMT Analysis Screening Criteria for Development Projects 8
Table 2 VMT Thresholds of Significance for Development Projects 10
Table 3 TDM Program Screening Criteria for Development Projects 11
Table 4 Signalized Intersection Level of Service Definitions Based on Average Delay 14
Table 5 Project Trip Generation Estimates 29
Table 6 Intersection Level of Service Summary 30
Table 7 Interesction Queuing Analysis Summary 36
Table 8 ADT Volumes and Speed Data for Singletree Way 41
Table 9 TDM Checklist 48

List of Figures

Figure 1 Site Location and Study Intersections 2
Figure 2 Site Plan 3
Figure 3 VMT Heat Map for Residents in San Jose 6
Figure 4 Existing Intersection Lane Configurations 18
Figure 5 Existing Transit Services 19
Figure 6 VMT Evaluation Tool Summary Report – No Mitigation 24
Figure 7 VMT Evaluation Tool Summary Report – With Mitigation 25
Figure 8 Project Trip Distribution & Trip Assignment 31
Figure 9 Existing Traffic Volumes 32
Figure 10 Background Traffic Volumes 33
Figure 11 Background Plus Project Traffic Volumes 34
Figure 12 Sight Distance at the Singletree Way Driveway 39

Executive Summary

This report presents the results of the Transportation Analysis (TA) conducted for a proposed residential project at 5670 Camden Avenue in San Jose, California. The project site is currently occupied by a school and associated sports fields that are used for Little League Baseball. The project includes replacing the sports fields (total of 6.67 acres) with 108 townhomes, including 22 low-income townhomes, which is fewer dwelling units than what the current zoning allows. The school would remain on the site. Access to the townhomes would be provided via Camden Avenue and Singletree Way.

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed residential project. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook* (April 2023). Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook,* the project includes a California Environmental Quality Act (CEQA) level Transportation Analysis (TA) and a Local Transportation Analysis (LTA). An analysis to satisfy the City's new Parking and TDM Ordinance was also prepared. A freeway segment analysis in accordance with the VTA's *Transportation Impact Analysis Guidelines* was not required because the project would generate fewer than 100 new peak hour vehicle trips.

The LTA analyzes AM and PM peak hour traffic conditions for one signalized intersection and two unsignalized intersections in the vicinity of the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit services and bicycle and pedestrian access.

Vehicle Miles Traveled (VMT) Analysis

The project's daily VMT estimated by the City's VMT Evaluation Tool is 13.51 per capita. The project VMT, therefore, exceeds the residential threshold of 11.39 daily VMT per capita.

The project plans to implement a TDM Plan to mitigate the VMT impact. The TDM Plan (see Appendix F) would consist of a comprehensive list of TDM measures including the following Tier 2 multimodal infrastructure improvements and Tier 4 programmatic TDM strategies aimed at reducing the project VMT impact to the extent possible:

- Pedestrian Network Improvements (Tier 2)
- Traffic Calming Measures (Tier 2)
- Transit Access Improvements (Tier 2)
- School Pool Program (Tier 4)
- Voluntary Travel Behavior Change Program (Tier 4)

Based on the City's VMT Evaluation Tool, implementing the proposed mitigation measures described above would lower the project VMT to 12.7 VMT per capita.

Since the project VMT (12.7 VMT per capita) would remain above the City's threshold of 11.39 VMT per capita with mitigation, the VMT impact is considered immitigable. Thus, the project would result in a significant and unavoidable VMT impact.

To address the significant and unavoidable project impact, City Council would need to adopt a Statement of Overriding Considerations as part of the EIR certification. The project would also be subject to a significant impact override fee. The override would apply to the VMT that cannot be mitigated (12.70 - 11.39 = 1.31 VMT) and would be in the form of either the construction or funding of multimodal improvements. City of San Jose staff have indicated that the 2024 override fee for residential projects is $3,006 per VMT not mitigated per capita. The override fee is subject to an annual escalation on January 1st in line with the Engineering News-Record Construction Cost Index (ENR CCI) for San Francisco. According to the City of San Jose Land Use Assumptions for the 2020 General Plan Four-Year Review, there are approximately 3 residents per household within the City.

VMT Impact Fee: $3,006 x 1.31 VMT x (108 DUs x 3 residents per DU) = $1,275,867

The project would be required to implement improvements that are equal to the total VMT impact fee amount. The VMT impact override fee would be used to construct a new traffic signal at the Camden Avenue/Singletree Way intersection. The new signal would provide safer pedestrian and bicycle access with bulb-outs and crosswalks, particularly adjacent to Beacon School which serves children with disabilities. A final list of improvements and associated cost estimates will be prepared as part of the conditions of approval for the project.

Project Trip Generation

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions, the proposed residential project is estimated to generate 704 new daily vehicle trips, with 47 new trips (14 inbound and 33 outbound) occurring during the AM peak hour and 56 new trips (32 inbound and 24 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

Based on the City of San Jose signalized intersection operations analysis criteria, the signalized study intersection would not be adversely affected 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, bicycle or transit facilities in the study area. Below are recommendations resulting from the site plan review and other general recommendations.

Recommendations

- Extend the median island along Camden Avenue adjacent to Beacon School south approximately 150 feet to Singletree Way.
- The project should establish no parking zones immediately adjacent to the project driveway on Singletree Way to ensure adequate sight distance is provided in both directions. The no parking zone should extend to the adjacent driveway to the east (approximately 35 feet) and 50 feet to the west.

- Relocate or remove the two guest parking spaces (blind spaces) located where the drive aisle curves at the northeast corner of the site.
- The project should paint the proposed new crosswalk on Singletree Way yellow due to the proximity of Beacon School.
- The project should provide a fair-share monetary contribution of $17,280 toward the future Class IV separated bikeway that is planned along the Camden Avenue project frontage as described in the San Jose Better Bike Plan 2025.

1. Introduction

This report presents the results of the Transportation Analysis (TA) conducted for a proposed residential project at 5670 Camden Avenue in San Jose, California (see Figure 1). The project site is currently occupied by a school and associated sports fields that are used for Little League Baseball. The project includes replacing the sports fields (total of 6.67 acres) with 108 townhomes, including 22 low-income townhomes, which is fewer dwelling units than what the current zoning allows. The school would remain on the site. Access to the townhomes would be provided via Camden Avenue and Singletree Way. The project site plan is shown on Figure 2.

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed residential project. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook* (April 2023). Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook,* the project includes a California Environmental Quality Act (CEQA) level Transportation Analysis (TA) and a Local Transportation Analysis (LTA). An analysis to satisfy the City's new Parking and TDM Ordinance was also prepared. A freeway segment analysis in accordance with the VTA's *Transportation Impact Analysis Guidelines* was not required because the project would generate fewer than 100 new peak hour vehicle trips.

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 Transportation Analysis Policy, Council Policy 5-1. The Policy establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT). Council Policy 5-1 requires all projects to analyze transportation impacts using the VMT metric.

The 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);

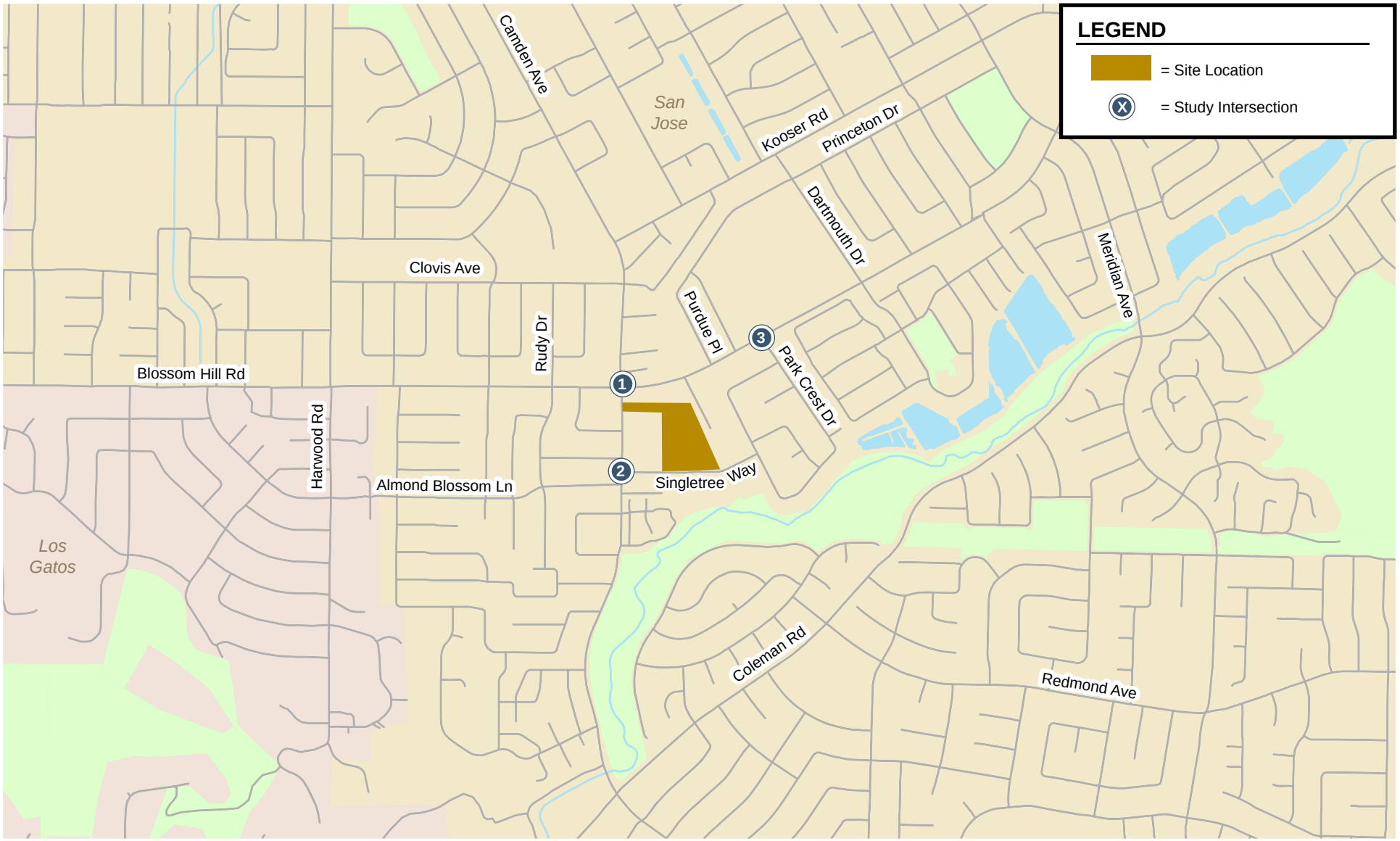


Figure 1
Site Location and Study Intersections

NORTH
Not to Scale

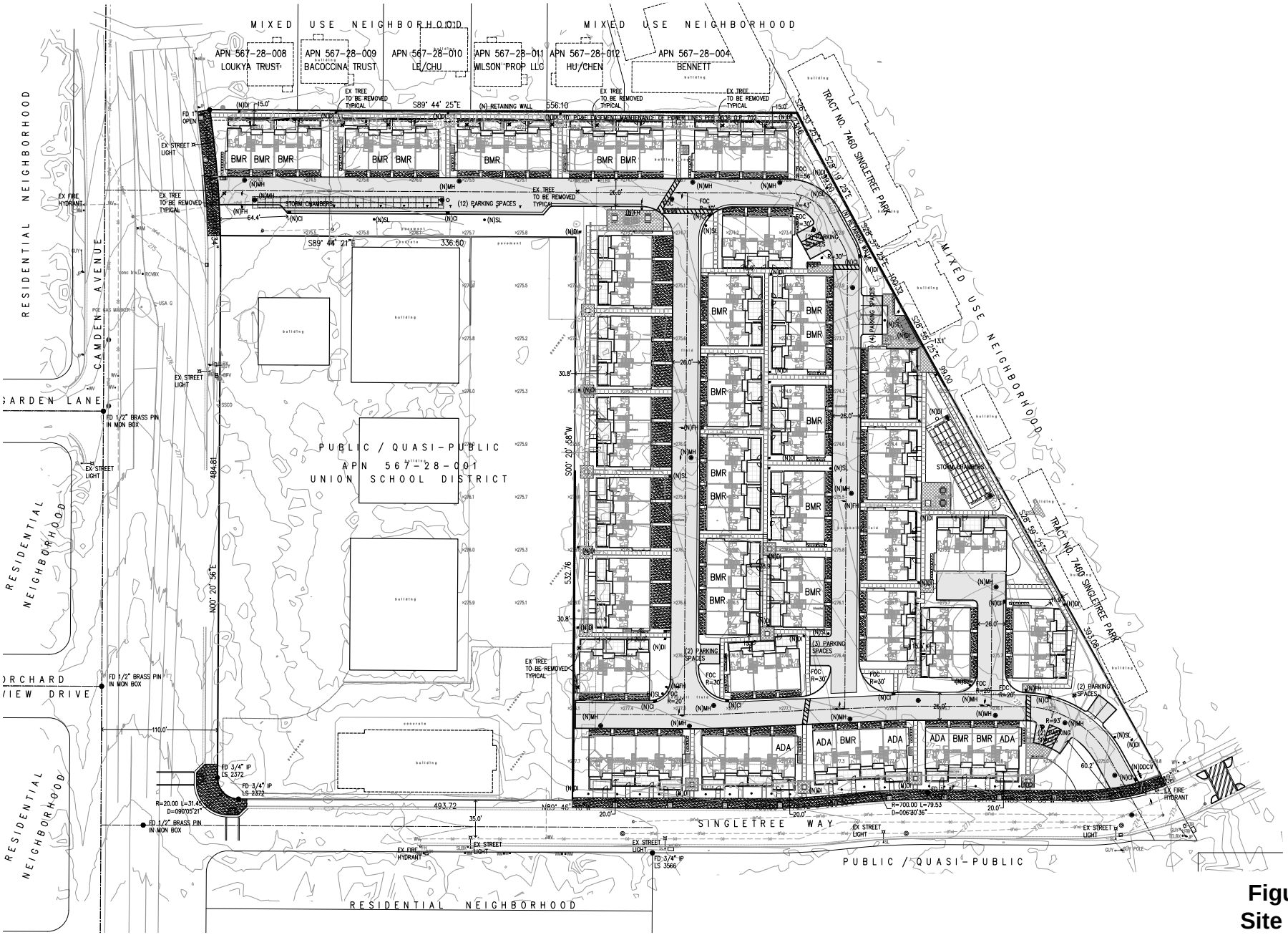


Figure 2
Site Plan

- 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);
- Promote transit-oriented development with reduced parking requirements and promote amenities around transit hubs and stations to facilitate the use of transit services (TR-8.1);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);

- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope

The City of San Jose's Transportation Analysis Policy (Policy 5-1) establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated for residential, office, and industrial projects using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project.

A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects with local traffic. The tool estimates a project's VMT and compares it to the appropriate thresholds of significance based on the project location (i.e., assessor's parcel number) and type of development.

Figure 3 shows the current VMT levels estimated by the City for residents based on the locations of residences. Developments in the green-colored areas are estimated to have VMT levels that are below the thresholds of significance, while the yellow-colored areas are estimated to have VMT levels at the City average. The orange- and pink-colored areas are estimated to have VMT levels that are above the thresholds of significance. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction strategies that would reduce the project VMT to the extent possible.

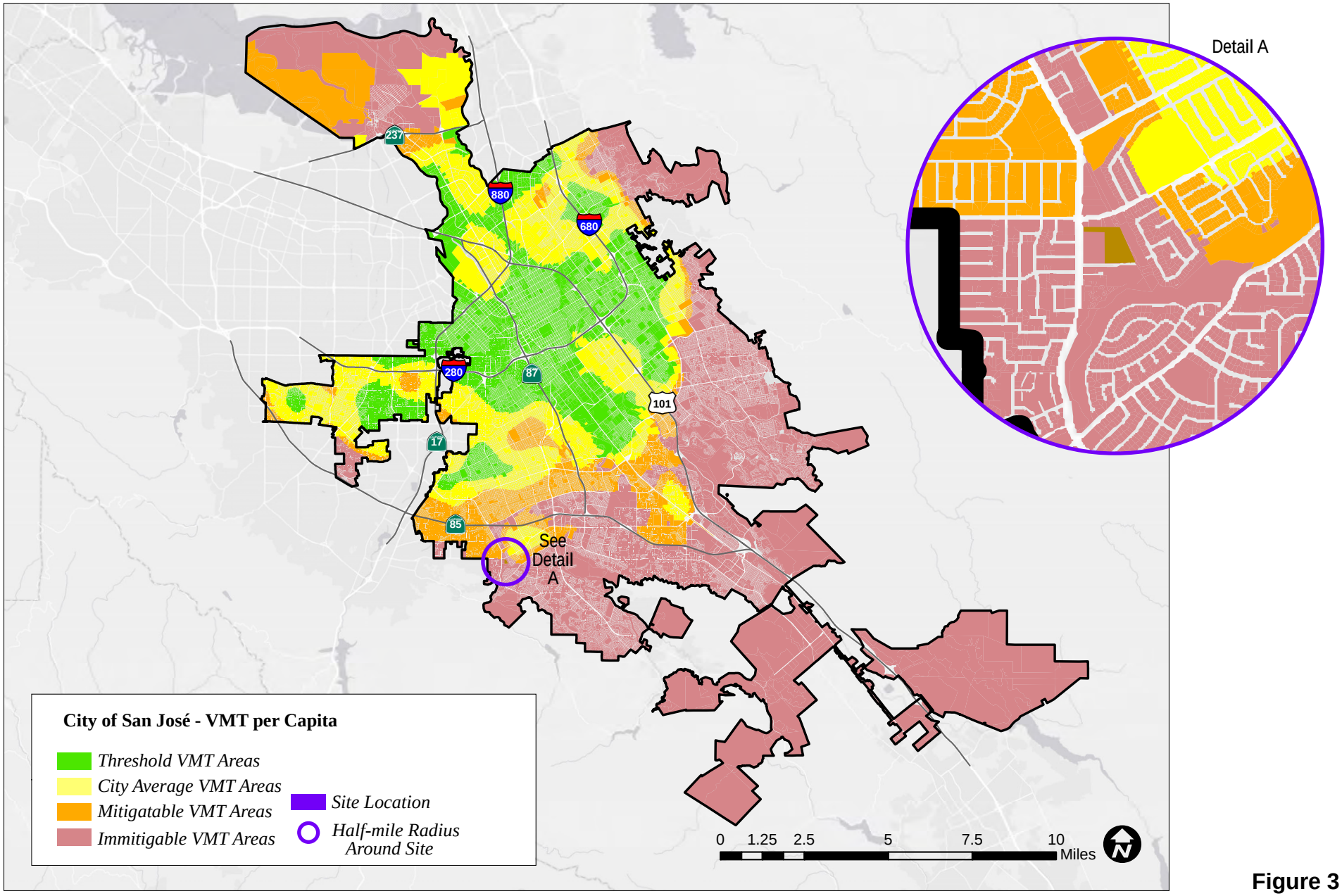


Figure 3
VMT Heat Map for Residents in San Jose

Screening Criteria for VMT Analysis Exemption

The City of San Jose's *Transportation Analysis Handbook, 2023* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project.

The City's screening criteria set forth in the *Transportation Analysis Handbook* for residential projects are described below and shown in Table 1.

Screening Criteria for Residential Projects

1. **Planned Growth Areas**: Located within a Planned Growth Area as defined in the Envision San Jose 2040 General Plan; and
2. **High-Quality Transit**: Located within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor; and
3. **Transit-Supporting Project Density**:
    - Minimum of 35 units per acre for residential projects or components;
    - If located in a General Plan Land Use Designation with 35 units per acre, the maximum density allowed in the General Plan Land Use Designation must be met; and
4. **Active Transportation**: Not negatively impact transit, bike or pedestrian infrastructure.

The project would not meet all the above residential screening criteria as follows:

- Is not located within a Planned Growth Area (based on VMT Evaluation Tool) = **Criterion 1 not met**;
- Is not located within ½-mile of high-quality transit (see Chapter 2 for details) = **Criterion 2 not met**;
- Would have a residential density of only 16.19 DU/AC (108 DU / 6.67 AC = 16.19 DU/AC) = **Criterion 3 not met**;
- Would not negatively impact transit, bike or ped infrastructure = Criterion 4 met.

Since the project would not meet the City's residential screening criteria described above, a CEQA-level Transportation Analysis (i.e., VMT analysis) is required. Projects must also demonstrate consistency with the Envision San Jose 2040 General Plan, as described below.

VMT Analysis Methodology

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects with local traffic. Because the proposed project is a residential development that would generate local traffic, the VMT Evaluation Tool was used to estimate the project VMT and determine whether the project would result in a significant VMT impact.

Based on the assessor's parcel number (APN) of a project, the evaluation tool identifies the existing average VMT per capita for the area. Based on the project location, type of development, project description, and proposed trip reduction measures, the evaluation tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas (such as the proposed project) are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

Table 1
VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or fewer; OR • Single-family attached or multi-family housing of 25 units or fewer; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less; OR • Hotel or Motel of 100 rooms or fewer.
Local-Serving Retail	• 100,000 square feet of total gross floor area or less of retail without drive-through operations.
Local-Serving Public Facilities	• Branch library, community center, fire station, pumping station, park, police station, or public school projects.
Residential/Office Projects or Components	• **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Low VMT:** Located in an area in which the per-employee VMT is less than or equal to the threshold of significance for the land use; AND • **Transit-Supportive Project Density**: o Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; o Minimum of 35 units per acre for residential projects or components; o If located in a General Plan Land Use Designation that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the General Plan Land Use Designation must be met; AND • **Active Transportation**: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the al Plan Land Use Designation must be met; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

Source: City of San José Transportation Analysis Handbook, April 2023.

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

1. Project characteristics (e.g., density, diversity of uses, design, and affordability of housing) that encourage walking, biking and transit uses.

2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians,
3. Parking measures that discourage personal motorized vehicle-trips, and
4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

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

Thresholds of Significance

Table 2 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy. The VMT impact threshold is 15 percent below the citywide average for residential developments. Thus, residential projects are said to create a significant adverse impact when the estimated project generated VMT exceeds the existing citywide average VMT per capita minus 15 percent. Currently, the reported citywide average is 13.4 daily VMT per capita. This equates to a significant impact threshold of 11.39 daily VMT per capita.

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

Cumulative Analysis (Compliance with the General Plan)

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

TDM Analysis Scope

All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new Parking and TDM Ordinance (Ordinance No. 30857), which includes new mandatory TDM requirements. To be consistent with the goals of the Envision 2040 General Plan and the Climate Smart San Jose Plan, most projects are required to provide a TDM Plan that meets the "TDM Points Target" as detailed in the City's new Ordinance. The City of San Jose's TDM Points Checklist is used to calculate the TDM points associated with each TDM measure included in the TDM Plan.

TDM Screening Criteria

The City of San Jose *Transportation Analysis Handbook, 2023* provides TDM screening criteria for development projects. The TDM screening criteria for residential projects are described below and shown in Table 3.

Table 2
VMT Thresholds of Significance for Development Projects

Type	Significance Criteria	Current Level	Threshold
Residential	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent OR existing regional average VMT per capita minus 15 percent, whichever is lower	13.40 VMT per Capita (Citywide Average)	11.39 VMT per Capita
Office, R&D, Assisted Living	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent	16.53 VMT per Employee (Regional Average)	14.05 VMT per Employee
Industrial, Mini Storage	Project VMT per employee exceeds existing regional average VMT per employee	16.53 VMT per Employee (Regional Average)	16.53 VMT per Employee
Retail, Lodging, Education	Net increase in existing regional total VMT	Regional Total VMT	Net Increase
Public/Quasi-Public	In accordance with the most appropriate type(s) as determined by the Public Works Director	Appropriate Levels Listed Above	Appropriate Thresholds Listed Above
Mixed Uses	Evaluate each land use component of a mixed-use project independently and apply the threshold of significance for each land use type included	Appropriate Levels Listed Above	Appropriate Thresholds Listed Above
Change of Use or Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development and apply the threshold of significance for each project type included	Appropriate Levels Listed Above	Appropriate Thresholds Listed Above
Urban Village Plans, Station Area Plans, Specific Plans, Development Policies, Other Area Plans	Evaluate each land use component of the area plan independently and apply the threshold of significance for each land use type included	Appropriate Levels Listed Above	Appropriate Thresholds Listed Above

Source: City of San José Transportation Analysis Handbook, April 2023.

TDM Screening Criteria for Residential Projects

1. **Affordability**: Includes 100% affordable units; and
2. **High-Quality Transit**: Located within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor; and
3. **Transit-Supporting Project Density**:
   - Minimum of 35 units per acre for residential projects or components;
   - If located in a General Plan Land Use Designation with 35 units per acre, the maximum density allowed in the General Plan Land Use Designation must be met.

The project would not meet the above residential screening criteria as follows:

- Is not a 100% affordable housing development = **Criterion 1 not met**;
- Is not located within a ½-mile of high-quality transit (see Chapter 2 for details) = **Criterion 2 not met**;
- Would have a density of only 16.19 DU/AC (108 DU / 6.67 AC = 16.19 DU/AC) = **Criterion 3 not met**.

The project would not meet the City's residential screening criteria because it would not include 100% restricted affordable residential units, is not located within a ½ mile of high-quality transit, and would have a development density of below 35 DU/AC. Therefore, a TDM Checklist that meets the TDM Points Target and associated TDM Plan are required. The project meets the definition of a Level 1 residential project (residential projects of 16 to 299 dwelling units) and is categorized as a Home-End Use per the San Jose Municipal Code. Accordingly, annual TDM Plan compliance documentation is required.

Table 3
TDM Program Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or fewer; OR • Single-family attached or multi-family housing of 25 units or fewer; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less; OR • Hotel or Motel of 100 rooms or fewer.
Local-Serving Retail	• 100,000 square feet of total gross floor area or less of retail without drive-through operations.
Local-Serving Public Facilities	• Branch library, community center, fire station, pumping station, park, police station, or public school projects.
Education	• Charter or private school of fewer than 250 students.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the al Plan Land Use Designation must be met.

Source: City of San José Transportation Analysis Handbook, April 2023.

Local Transportation Analysis Scope

The non-CEQA 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, on-site circulation, vehicle queuing, and transit, bicycle, and pedestrian facilities in the proximate area of the project. As part of the LTA, a project is generally required to conduct an intersection operations analysis if the project is expected to add 10 or more vehicle trips per hour per lane to any signalized intersection that is located within a half-mile of the project site. Based on these criteria, as outlined in the City's *Transportation Analysis Handbook,* a list of study intersections is then developed for the LTA. Note, however, that signalized intersections that do not meet all the criteria may still be added to the list of study intersections at the City's discretion. Unsignalized intersections may also be added; though, unlike signalized intersections, unsignalized intersections typically are not evaluated for level of service.

This LTA analyzes AM and PM peak hour traffic conditions for the following intersections:

1. Camden Avenue and Blossom Hill Road (signalized)
2. Camden Avenue and Singletree Way (unsignalized)
3. Park Crest Drive and Blossom Hill Road (unsignalized)

The list of study intersections was approved by City of San Jose staff. Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. 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 for the study intersections were obtained from new turning movement counts conducted in March and October of 2024, and have been approved by City of San Jose staff for use in this study. New traffic counts are contained in Appendix A.
- ***Background Conditions***. Background traffic volumes are typically estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed or occupied developments. The added trips from approved but not yet completed or occupied developments are provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). However, according to City staff, there are no approved trips (ATI sheets) for the study intersections. Accordingly, background conditions are identical to existing conditions. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project.
- ***Background Plus Project Conditions.*** Project conditions reflect traffic volumes with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional trips generated by the project. Traffic volumes for all traffic scenarios are tabulated in Appendix B.

Intersection Operations Analysis Methodology

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

Data Requirements

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

- existing traffic volumes
- intersection lane configurations
- signal timing and phasing
- a list of approved and pending projects

Analysis Methodologies and Level of Service Standards

Traffic conditions at the signalized 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.

City of San Jose Signalized Intersections

The City of San Jose level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The City of San Jose level of service standard for the City's signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 4.

Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook, 2023*, an adverse effect on signalized 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 the threshold listed as #2 above 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 is 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.

Table 4
Signalized Intersection Level of Service Definitions Based on Average 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).

Unsignalized Intersections

Two of the study intersections are unsignalized. The City of San Jose has not established a level of service standard for unsignalized intersections. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *Manual on Uniform Traffic Control Devices (MUTCD)*. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular 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 operations analysis such as evaluating vehicle queuing and delay. Other types of traffic control devices, signage, or geometric changes may be preferable based on existing field conditions and intersection spacing.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at study intersections where the project would add a noteworthy number of trips to the left-turn movements. 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 left-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.

Report Organization

This report has a total of six chapters. Chapter 2 describes the existing roadway network, transit services, and bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the project VMT impact analysis and cumulative transportation impact assessment. Chapter 4 describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis, any adverse intersection operations effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 presents the TDM requirements. Chapter 6 presents the conclusions of the transportation analysis.

2. Existing Transportation 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 SR 85. Local access to the project site is provided via Camden Avenue, Blossom Hill Road and Singletree Way. These facilities are described below.

SR 85 is a predominantly north-south freeway that is oriented in an east-west direction in the vicinity of the project. It extends from Mountain View to south San Jose, terminating at US 101. SR 85 is a six-lane freeway with four mixed-flow lanes and two HOV lanes. It connects to I-280, SR 17, SR 87, and US 101. SR 85 provides access to the project site via an interchange at Camden Avenue.

Blossom Hill Road is a four-lane divided City Connector Street that runs in an east-west direction in the vicinity of the site. Blossom Hill Road extends westward to Los Gatos and eastward to US 101, where it transitions into Silver Creek Valley Road. Blossom Hill Road includes continuous sidewalks on both sides of the street but has no bicycle facilities in the study area. It has a posted speed limit of 40 mph east of Camden Avenue and 35 mph west of Camden Avenue. Blossom Hill Road provides access to the project site via its intersection with Camden Avenue.

Camden Avenue is a City Connector Street with six lanes (divided roadway) north of the project site and four lanes (undivided roadway) south of the project site. Camden Avenue has a posted speed limit of 40 mph and has continuous sidewalks on both sides of the street. Striped bike lanes (Class II) are not provided in the vicinity of the project site, but they are provided north of Branham Lane and south of Coleman Avenue. Camden Avenue provides direct access to the project site.

Singletree Way is a two-lane undivided residential street that extends from Camden Avenue eastward to where it terminates at Park Manor Drive. It serves as the southern boundary of the project site. A continuous sidewalk is present along the north side of the street. The sidewalk along the south side of Singletree Way extends from Camden Avenue to the western boundary of the PG&E Hicks Substation, and begins again at the eastern boundary of the substation where it extends to Park Manor Drive. Bicycle facilities are not provided. Singletree Way provides direct access to the project site.

Park Crest Drive is a two-lane undivided residential street that serves the neighborhood east of the project site. It extends from Blossom Hill Road southward to where it terminates at Boone Drive. Park Crest Drive has sidewalks on both sides of the street. Bicycle facilities are not provided.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 4.

Existing Pedestrian, Bicycle and Transit Facilities

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

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities in the project area consist primarily of sidewalks along the streets and crosswalks with pedestrian signal heads at intersections. Sidewalks are found along all previously described local roadways in the study area. The existing network of sidewalks and crosswalks provides adequate connectivity for pedestrians between the project site and other surrounding land uses and transit stops. Crosswalks with pedestrian signal heads and push buttons are located at the signalized study intersection of Camden Avenue and Blossom Hill Road. There are no crosswalks at the unsignalized intersection of Camden Avenue and Singletree Way.

Standard curb ramps with truncated domes are provided at all corners of the signalized intersection of Camden Avenue and Blossom Hill Road. Truncated domes are the standard ADA design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street. The unsignalized intersection of Camden Avenue/Singletree Way has a non-standard curb ramp on the southeast corner and no curb ramp on the northeast corner.

There are no on-street bicycle facilities in the project area. However, the western entrance to the Guadalupe Creek Trail is situated near the project site on Singletree Way. The unpaved multi-use trail extends eastward from Singletree Way to Almaden Expressway, at which point the Guadalupe River/Los Alamitos Creek Trail System can be accessed. This paved multi-use trail system (Class I bikeway) runs through the City of San Jose along the Guadalupe River (north to Alviso) and along the Los Alamitos Creek (south to Almaden Valley) and separates bicyclists from motor vehicle traffic.

Existing Transit Services

Existing transit service in the project vicinity is provided by the Santa Clara Valley Transportation Authority (VTA). The project area is served by two local bus routes (see Figure 5).

Bus Route 27 stops at the intersection of Camden Avenue and Blossom Hill Road within walking distance of the project site. Route 27 operates between the Winchester Station (Bay 2) and the Santa Teresa Station and provides service every 30 minutes during the weekday AM and PM peak commute periods of the day.

Bus Route 64B operates along Meridian Avenue approximately 1 mile east of the project site. Route 64B operates between Almaden/Camden and McKee/White and provides service every 30 minutes during the weekday AM and PM peak commute periods of the day. Route 27 stops at the Meridian Avenue/Blossom Hill Road intersection and, thus, provides a connection to Route 64B.

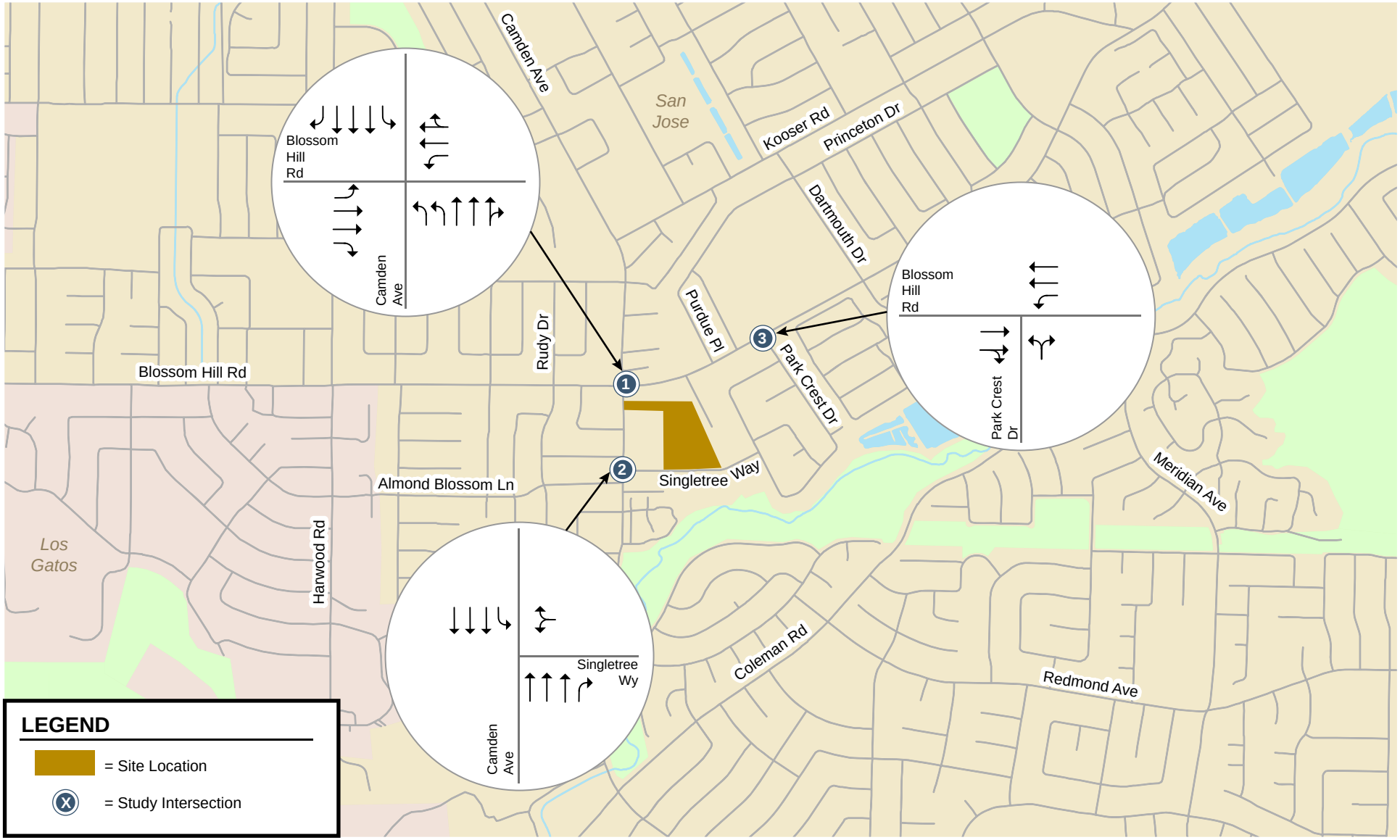


Figure 4
Existing Intersection Lane Configurations

NORTH
Not to Scale

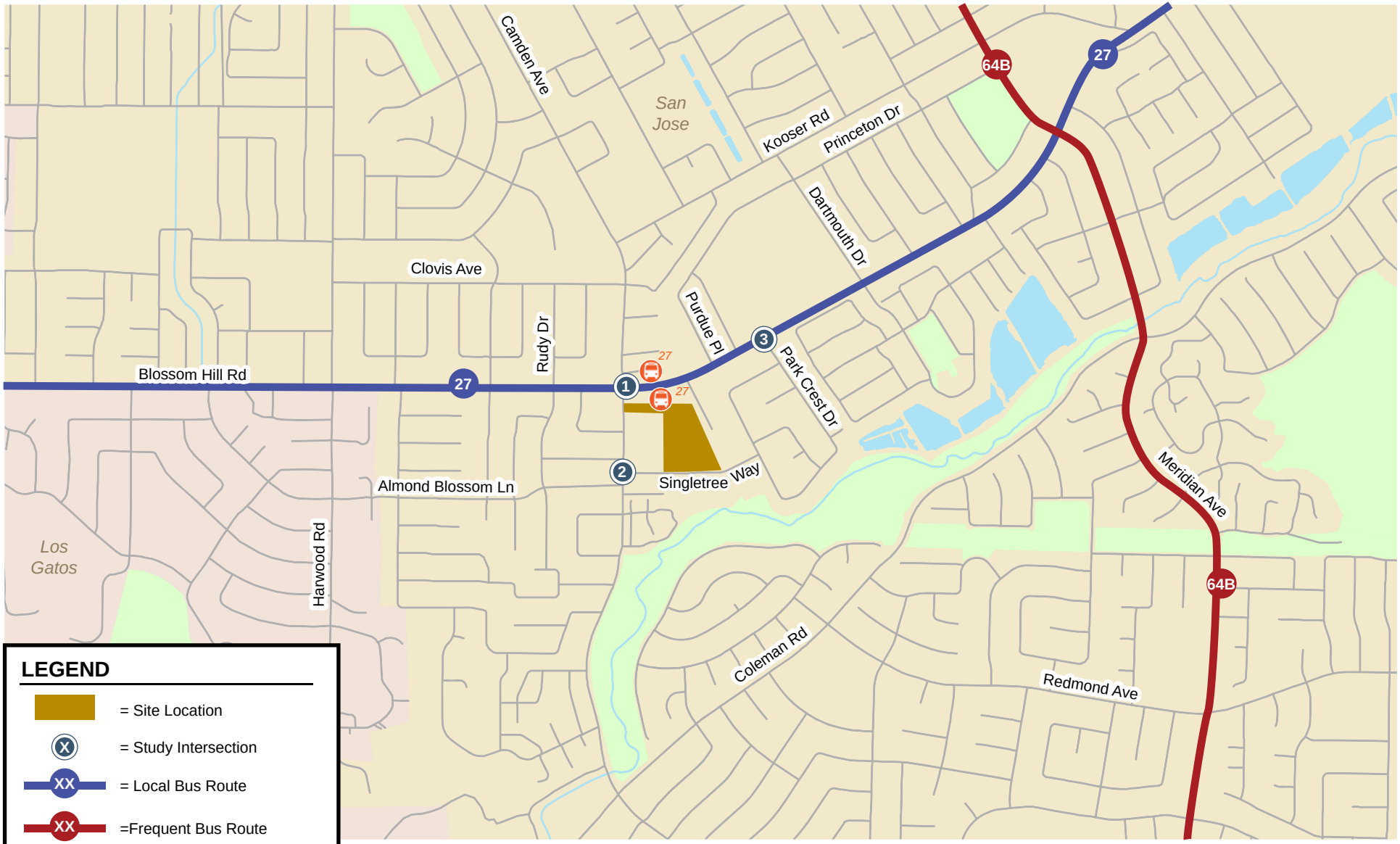


Figure 5
Existing Transit Service

Observed Existing Traffic Conditions

Traffic conditions were observed in the field during the weekday AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak traffic periods to identify any existing operational deficiencies occurring in the vicinity of the project site. Overall, the study intersections operated adequately during both the weekday AM and PM peak commute periods. However, the following noteworthy operational issues were observed during the AM and PM field observation periods.

Camden Avenue and Blossom Hill Road

During the AM peak hour, the northbound vehicle queue on Camden Avenue consistently backs up past Singletree Way. As a result, the queues do not always clear the intersection in one signal cycle length.

During the AM peak hour, the westbound left-turn vehicle queue occasionally extends out of the left-turn pocket but clears the intersection in one signal cycle length. The westbound left-turn pocket is sometimes blocked by the westbound through movement vehicle queue. However, the lead lag signal phasing allows the westbound left-turn vehicle queues to clear the intersection.

Many school-age children were observed crossing the intersection in the morning, either walking or biking. The crosswalks at this intersection are painted yellow, which is a requirement for intersections in close proximity to schools.

During the PM peak hour, the southbound left-turn vehicle queue often extends out of the left-turn pocket. As a result, it sometimes takes two signal cycles for all vehicles to clear the intersection. The westbound left-turn movement is also relatively heavy during the PM peak hour. Although the westbound left-turn vehicle queue often fills the left-turn pocket, the queue clears in one signal cycle.

Camden Avenue and Singletree Way

During the AM peak hour, the left-turn movements to and from Singletree Way (southbound and westbound left-turn movements) are often blocked by the long northbound vehicle queues that develop along Camden Avenue. This often results in long vehicle delays for the southbound and westbound left-turn movements. However, northbound vehicles on Camden Avenue will sometimes leave gaps to allow these left turns to occur.

No noteworthy operational issues were observed during the PM peak hour.

3. CEQA Transportation Analysis

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

Project-Level VMT Impact Analysis

The project-level impact analysis under CEQA uses the VMT metric to evaluate a project's transportation impacts by comparing against the VMT thresholds of significance as established in the Transportation Analysis Policy. As previously described in Chapter 1, per the City of San Jose's *Transportation Analysis Handbook, 2023,* the residential project does not meet the screening criteria because the project is not located within a City-designated Planned Growth Area, is not located within a half-mile of high-quality transit, and would have a residential density of less than 35 DU/AC. Therefore, a detailed CEQA transportation analysis (i.e., VMT analysis) was prepared for the residential project.

The San Jose VMT Evaluation Tool was used to estimate the residential project VMT based on the project location (APN 567-28-001), type of development, project description, and proposed trip reduction measures. The threshold of significance for residential uses (see Table 2 in Chapter 1) is used for the VMT analysis. The VMT threshold for residential uses is the existing citywide average daily VMT level (13.40 per capita) minus 15 percent, or 11.39 daily VMT per capita.

Project VMT Impact Analysis Results

The project daily VMT estimated by the City's VMT Evaluation Tool is 15.29 per capita. The project VMT, therefore, exceeds the residential threshold of 11.39 daily VMT per capita.

Project Impact

Since the VMT generated by the project would exceed the threshold of significance for residential uses in the area, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact to a less-than-significant level.

Project Mitigation

The project plans to implement a TDM Plan to mitigate the VMT impact. The TDM Plan would consist of a comprehensive list of TDM measures including the following Tier 2 multimodal infrastructure improvements and Tier 4 programmatic TDM strategies aimed at reducing the project VMT impact to the extent possible:

- Pedestrian Network Improvements (Tier 2)
- Traffic Calming Measures (Tier 2)
- Transit Access Improvements (Tier 2)
- School Pool Program (Tier 4)
- Voluntary Travel Behavior Change Program (Tier 4)

Pedestrian Network Improvements

The proposed pedestrian network improvements include implementing signal modifications at the Camden Avenue and Blossom Hill Road intersection. Improvements would include removing the pork chop islands and extending the curb lines (i.e., squaring off the corners and removing the right-turn pockets) at the northwest and southwest corners of the intersection. These improvements would require replacing the existing signal poles and associated mast arms and streetlights, as well as restriping. The corners would be reconstructed to include new ADA compliant curb ramps with truncated domes. The existing standard white-striped crosswalks would be upgraded to high-visibility yellow ladder striping (per the City's standard details) on all legs of the intersection due to the proximity of the school. These multimodal infrastructure improvements would enhance off-site pedestrian connectivity, slow down the southbound and eastbound right-turn vehicle movements, shorten the pedestrian crossing distances on Camden Avenue and Blossom Hill Road, and make pedestrians more visible to drivers, thereby improving the pedestrian safety at the intersection. Providing these multimodal infrastructure improvements would create a safer environment and promote walking as alternatives to driving for the project and for existing residents in the area. Accordingly, these improvements would reduce drive-alone commute trips and reduce VMT.

Traffic Calming Measures

The proposed traffic calming measures include constructing a bulb-out at the northeast corner of the Camden Avenue and Singletree Way intersection, directional ADA compliant curb ramps at both the northeast and southeast corners of the intersection, and a yellow-striped crosswalk on Singletree Way. The project would also extend the raised median island on Camden Avenue south to Singletree Way (approximately 150 feet). These multimodal infrastructure improvements would enhance off-site pedestrian connectivity, slow down the westbound right-turn vehicle movement, shorten the pedestrian crossing distance on Singletree Way, and make pedestrians more visible to drivers, thereby improving the pedestrian safety at the unsignalized intersection. In addition, the project would construct a new mid-block crosswalk on Singletree Way at the entrance to the Guadalupe Creek Trail. The crosswalk design would include bulb-outs and rectangular rapid flashing beacons (RRFB). The new crosswalk/trail crossing would serve as a traffic calming feature along Singletree Way. Providing these multimodal infrastructure improvements would create a safer environment and promote walking and biking as alternatives to driving for the project and for existing residents in the area. Accordingly, these improvements would reduce drive-alone commute trips and reduce VMT.

Transit Access Improvements

The proposed transit access improvements include relocating the existing near side VTA bus stop along westbound Blossom Hill Road (served by local bus route 27) to the far side of the intersection (west side of Camden Avenue). Additional bus stop improvements would be provided, including constructing a new concrete bus pad, a new standard metal bench, and a new bus shelter. Relocating the bus stop and providing the associated bus stop improvements would require coordination with VTA. Providing the proposed bus stop improvements, in combination with the aforementioned multimodal infrastructure improvements, would encourage existing and future residents to utilize transit as an alternative to driving, thereby reducing drive-alone commute trips and VMT.

School Pool Program

The School Pool Program would be open to all families of the development interested in carpooling to and from school (i.e., 100% of residents with school-age children will be eligible). The purpose of this program would be to match parents of the proposed residential development who transport students to schools without a bussing program, including private schools, charter schools, and neighborhood schools where students cannot or would rather not walk or bike. School pools are effective at reducing the total number of vehicle trips traveling between households and schools and are thereby effective at reducing residential VMT. The VMT analysis assumes 25% participation in the School Pool Program.

School pool program information would be provided to new residents in welcome packets. An online website and/or active email correspondence providing current school pool program information should be implemented. The website and/or email communication should provide up-to-date resident and school information for those residents interested in participating in the school carpool program. Residents interested in the program would be able to connect with other interested residents to schedule carpools either directly or through one of the 511.org online services. Initially, the developer would be responsible for providing the pertinent school pool information. The Home Owner's Association (HOA) or a TDM management company would be responsible for maintaining the school pool program so that the information remains current.

Voluntary Travel Behavior Change Program

All residents of the proposed development would be provided with the information/tools necessary to take full advantage of the Voluntary Travel Behavior Change Program. Accordingly, the VMT analysis assumes 100% of the residents would participate in this effective TDM program. Travel Behavior Change Programs are intended to help individuals analyze and alter their travel choices to encourage the use of shared ride modes, transit, walking, and biking. These programs feature mass communication campaigns, such as resident welcome packets and travel surveys, to promote healthy and environmentally friendly travel choices that reduce drive-alone vehicle trips and thus VMT.

A TDM/Transportation Coordinator, likely an employee of the HOA company, would implement the voluntary travel behavior change program, including an annual resident travel survey and year-round communications. When commuter-related questions arise, the Transportation Coordinator would be a point of contact for residents. Resident communications may include emails, newsletters, postcards, and/or fliers. The TDM coordinator will ensure that all residents know the transportation options available to them through mass communication campaigns.

Travel surveys are intended to investigate residential travel modes, trip purposes, trip frequency, and perceptions toward alternative travel options, routes, services, and benefits. The results of the residential travel surveys will provide quantitative data (e.g., mode split) and qualitative data (e.g., resident perception of alternative transportation programs). The travel surveys will be conducted annually and will help to determine the effectiveness of the program and whether any changes should be made. Survey data will indicate where to focus ongoing TDM marketing with a goal of maintaining the project's commitment to reduce vehicle trips at the site.

In addition to the proposed multimodal infrastructure improvements and programmatic TDM measures described above to reduce the significant VMT impact, additional TDM measures would also be provided as part of the comprehensive TDM Plan that will be prepared for the project to satisfy the City's new Parking and TDM Ordinance (see Chapter 5).

Conclusions of VMT Impact and Mitigation

Based on the City's VMT Evaluation Tool, implementing the proposed mitigation measures described above would lower the project VMT to 12.7 VMT per capita. This represents a reduction of 20% compared to the area VMT and is the maximum reduction possible for a single-family attached residential development located in the study area (a high VMT area).

Figures 6 and 7 show the VMT summary reports generated by the VMT evaluation tool without and with implementation of the mitigation measures, respectively. The column chart at the bottom of each figure shows the Area VMT (red column), Project VMT (blue and green columns), and the Impact Threshold for residential uses (bold black line at the top of the chart). Since the project VMT (12.7 VMT per capita) would remain above the City's threshold of 11.39 VMT per capita with mitigation, the VMT impact is considered immitigable. Thus, the project would result in a significant and unavoidable VMT impact.

Figure 6
San Jose VMT Evaluation Tool Summary Report – No Mitigation

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 5670 Camden Av THs - No Mitigation
Location: 5670 Camden Avenue
Parcel: 56728001 Parcel Type: Suburb with Single-Family Homes
Proposed Parking Spaces Vehicles: 243 Bicycles: 216

Tool Version: 2/29/2019
Date: 4/5/2024

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	108 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	108 DU	Low Income (> 50% MFI, ≤ 80% MFI)	20 % Affordable
Office:	0 KSF		
Retail:	0 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 6
- With Project Density (DU/Residential Acres in half-mile buffer) 6

Increase Development Diversity
- Existing Activity Mix Index 0.36
- With Project Activity Mix Index 0.34

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units ..... 0 %
- Very Low Income BMR units ..... 0 %
- Low Income BMR units ..... 20 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 11
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 11

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

RESIDENTIAL ONLY

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

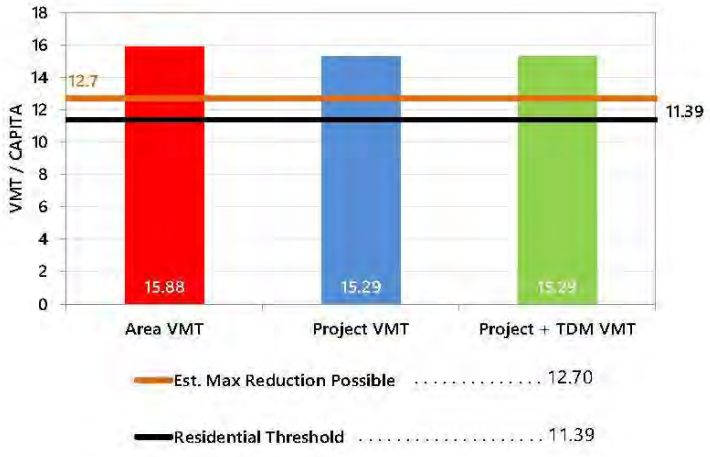
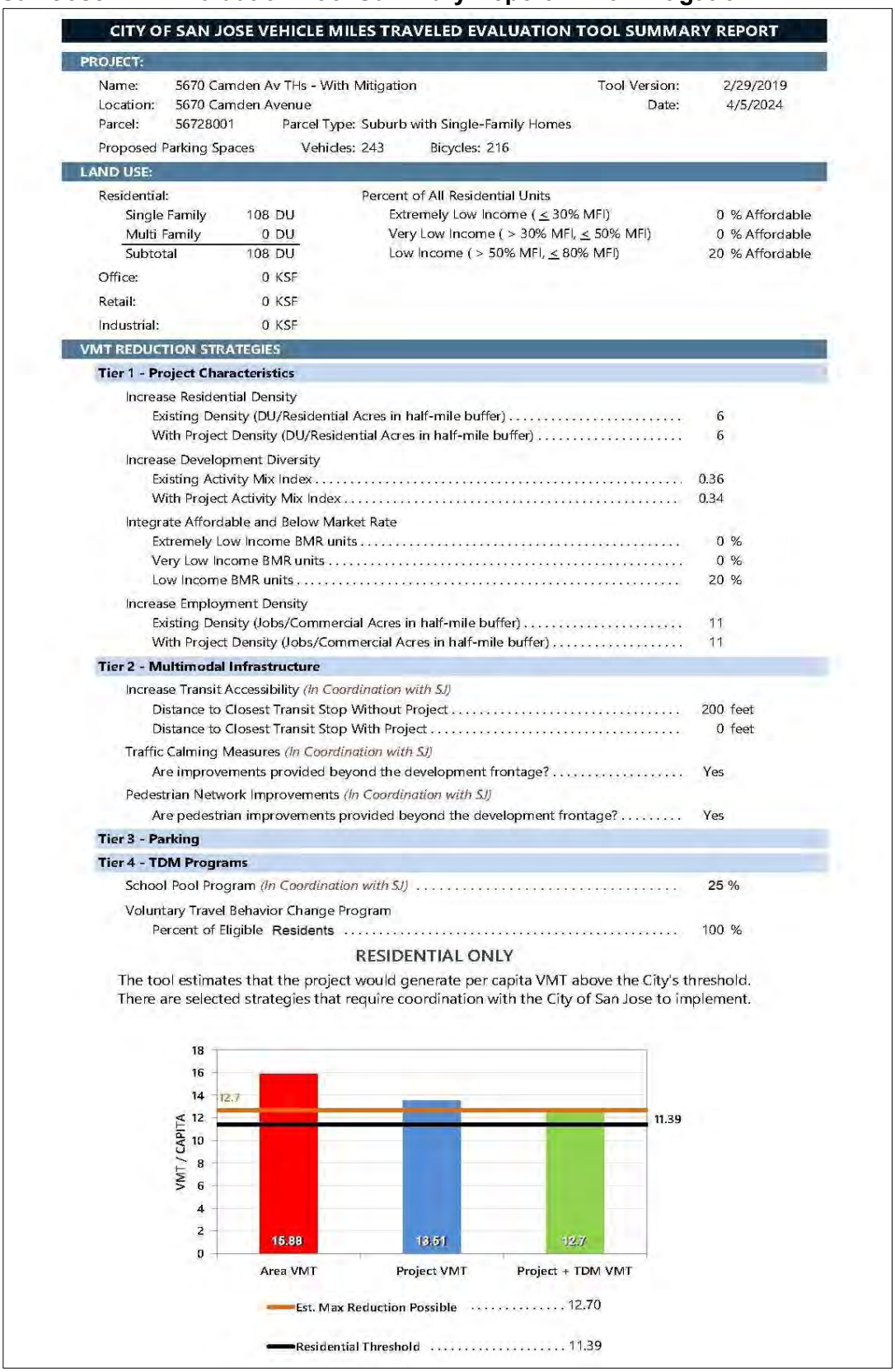


Figure 7
San Jose VMT Evaluation Tool Summary Report – With Mitigation



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 5670 Camden Av THs - With Mitigation
Tool Version: 2/29/2019
Location: 5670 Camden Avenue
Date: 4/5/2024
Parcel: 56728001 Parcel Type: Suburb with Single-Family Homes
Proposed Parking Spaces Vehicles: 243 Bicycles: 216

LAND USE:

Residential:

Single Family	108 DU
Multi Family	0 DU
Subtotal	108 DU
Office:	0 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)	20 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
Existing Density (DU/Residential Acres in half-mile buffer) 6
With Project Density (DU/Residential Acres in half-mile buffer) 6

Increase Development Diversity
Existing Activity Mix Index 0.36
With Project Activity Mix Index 0.34

Integrate Affordable and Below Market Rate
Extremely Low Income BMR units ..... 0 %
Very Low Income BMR units ..... 0 %
Low Income BMR units ..... 20 %

Increase Employment Density
Existing Density (Jobs/Commercial Acres in half-mile buffer) 11
With Project Density (Jobs/Commercial Acres in half-mile buffer) 11

Tier 2 - Multimodal Infrastructure

Increase Transit Accessibility *(In Coordination with SJ)*
Distance to Closest Transit Stop Without Project ..... 200 feet
Distance to Closest Transit Stop With Project ..... 0 feet

Traffic Calming Measures *(In Coordination with SJ)*
Are improvements provided beyond the development frontage? ..... Yes

Pedestrian Network Improvements *(In Coordination with SJ)*
Are pedestrian improvements provided beyond the development frontage? ..... Yes

Tier 3 - Parking

Tier 4 - TDM Programs

School Pool Program *(In Coordination with SJ)* ..... 25 %

Voluntary Travel Behavior Change Program
Percent of Eligible Residents ..... 100 %

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT above the City's threshold.
There are selected strategies that require coordination with the City of San Jose to implement.

To address the significant and unavoidable project impact, City Council would need to adopt a Statement of Overriding Considerations as part of the EIR certification. To be eligible for a Statement of Overriding Considerations by City Council, the project must satisfy the following:

- Construct or fund multimodal transportation improvements that will improve system efficiency and/or safety, enhance non-auto travel modes, and promote Citywide reduction of VMT;
- Be within the Urban Growth Boundary and Urban Service Area on property designated as "Private Recreation and Open Space" on the Land Use/Transportation Diagram of the General Plan as of November 29, 2022;
- Provide a significant benefit in the form of affordable housing;
- Provide a significant benefit to neighborhood vibrancy in some way, such as by including appropriate neighborhood-serving commercial space as part of the project;
- Provide clear analysis on fiscal impact to the City;
- Utilize recycled water if recycled water is available to the site;
- Exceed Parkland Dedication Ordinance/Park Impact Ordinance requirements;
- Provide sufficient public outreach; and
- Satisfy all requirements of the entitlement process.

The project would also be subject to a significant impact override fee. The override would apply to the VMT that cannot be mitigated (12.70 - 11.39 = 1.31 VMT) and would be in the form of either the construction or funding of multimodal improvements.

The City's base override fee (Transportation System Improvement Fee) for residential projects, established in March of 2018 when Council Policy 5-1 was originally adopted, was $2,300 per VMT not mitigated per capita. The override fee is subject to an annual escalation on January 1st in line with the Engineering News-Record Construction Cost Index (ENR CCI) for San Francisco. City of San Jose staff have indicated that the 2024 override fee for residential projects is $3,006 per VMT not mitigated per capita. According to the City of San Jose Land Use Assumptions for the 2020 General Plan Four-Year Review, there are approximately 3 residents per household within the City.

VMT Impact Override Fee Calculation

Based on the 2024 override fee, the 108-unit residential project would be required to pay a VMT impact override fee of $1,275,867 as follows:

VMT Impact Fee: $3,006 x 1.31 VMT x (108 DUs x 3 residents per DU) = $1,275,867

The project would be required to implement improvements that are equal to the total VMT impact fee amount. The VMT impact override fee would be used to construct a new traffic signal at the Camden Avenue/Singletree Way intersection. The new signal would provide safer pedestrian and bicycle access with bulb-outs and crosswalks, particularly adjacent to Beacon School which serves children with disabilities. A final list of improvements and associated cost estimates will be prepared as part of the conditions of approval for the project.

Cumulative Impact Analysis (General Plan Compliance)

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

The Circulation Element of the General Plan includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multimodal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to the improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development be designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);

According to the Envision San Jose 2040 General Plan, the project site is designated as “Public/Quasi Public”. Sites with this land use designation primarily have a public-serving use and may be operated as a commercial business or as a public service or institution. This includes schools, libraries, museums, airports, fire stations, convention centers, government offices, and other similar public-oriented or institutional land uses.

Since residential uses are not included in the existing land use designation, a General Plan Amendment (GPA) is usually required for such a project. However, the project plans to proceed under a provision of the Housing Accountability Act (Government Code Section 65589.5), commonly known as the “Builder’s Remedy.” The project is required to comply with CEQA and obtain a Site Development Permit (along with other related permits and approvals) to allow the construction of 108 residential townhomes on the 6.67-acre site. As proposed, 20% of the townhome units would be designated as low-income households earning up to 80% of Area Median Income (AMI).

The proposed residential project would provide multimodal infrastructure improvements and would be consistent with the General Plan’s policies listed above. Based on the planned improvements and following approval of the planned GPA, the proposed project would be consistent with the General Plan and would be considered part of the cumulative solution to meet the City’s long-range transportation goals.

4. Local Transportation Analysis

This chapter describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis, any adverse effects to intersection level of service caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian and transit facilities, and parking.

Intersection Operations Analysis

The intersection operations analysis is intended to quantify the operations of the study 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. It is assumed in this analysis that the future transportation network with the project would be the same as the existing transportation network.

Project Trip Estimates

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

Trip Generation

Trips generated by any new development are typically estimated based on counts of existing developments of the same land use type. A compilation of typical trip generation rates can be found in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition (2021).* The trips that would be generated by the proposed townhomes were estimated using the ITE average trip rates for "Single-Family Attached Housing" (ITE Land Use 215) located in a General Urban/Suburban setting.

Trip Adjustments and Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2023, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline trip generation described above. The applicable trip adjustments and reductions are described below.

Location-Based Trip Adjustment

Based on the 2023 San Jose TA guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the "place type" in which the project is located as per the San Jose Travel Demand Model. The project's place type was obtained from the San Jose VMT Evaluation Tool. Based on the tool, the project site is located within the place type "Suburban with Single-Family Homes". Therefore, the baseline project trips were adjusted to reflect the corresponding mode share. Residential developments located in areas with the Suburban with Single-Family Homes designation have a vehicle mode share of 94% (according to Table 17 of the City's *Transportation Analysis Handbook*). Thus, a 6% reduction was applied to the project trip generation estimates based on the location-based vehicle mode share outputs produced from the Travel Demand Model. The 6% trip reduction is based on the percent mode share for other modes of travel besides motor vehicles.

Project-Specific Residential Trip Reduction

According to the *Transportation Analysis Handbook*, the VMT reduction resulting from the project characteristics should be included as part of the trip generation estimates. It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in peak hour vehicle trips. The VMT Evaluation Tool calculated a 3.72% external trip reduction. This trip reduction reflects the project characteristics, including the 20% affordable housing component of the project (i.e., 22 of the 108 townhomes would be low-income units).

Net Project Trips

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions described above, the proposed residential project is estimated to generate 704 new daily vehicle trips, with 47 new trips (14 inbound and 33 outbound) occurring during the AM peak hour and 56 new trips (32 inbound and 24 outbound) occurring during the PM peak hour (see Table 5).

Table 5
Project Trip Generation Estimates

				AM Peak Hour				PM Peak Hour			
Land Use	Size	Daily Rate	Daily Trips	Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total
Townhomes [1]	108 DU	7.20	778	0.48	16	36	52	0.57	35	27	62
Location-Based Vehicle Mode Share (6%) [2]			*(47)*		*(1)*	*(2)*	*(3)*		*(2)*	*(2)*	*(4)*
Project-Specific Trip Reduction (3.72%) [3]			*(27)*		*(1)*	*(1)*	*(2)*		*(1)*	*(1)*	*(2)*
Total Net Project Trips:			**704**		**14**	**33**	**47**		**32**	**24**	**56**

Notes:
[1] Trip generation based on avg. rates contained in the *ITE Trip Generation Manual, 11th Edition*, for Single-Family Attached Housing (Land Use 215) located in a General Urban/Suburban setting. Rates expressed in trips per DU.
[2] A 6% reduction was applied to the project based on the location-based vehicle mode share % outputs (Table 17 of TA Handbook) produced from the San Jose Travel Demand Model for place type: Suburban with Single-Family Homes.
[3] A 3.72% reduction was applied to the project based on the external trip adjustments obtained from the City's VMT Evaluation Tool due to the increased residential density for the site and the affordable housing component of the project.

Trip Distribution and Assignment

The trip distribution patterns for the project were estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM commute patterns, the locations of complementary land uses, and freeway access points. The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern. Figure 8 shows the project trip distribution pattern and trip assignment.

Traffic Volumes Under All Scenarios

Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes for the study intersections were obtained from new turning movement counts conducted in March of 2024. The new counts (see Appendix A) have been approved by City of San Jose staff for use in this study. The existing peak hour intersection volumes are shown on Figure 9.

Background Traffic Volumes

Background traffic volumes are typically estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed or occupied developments. The added trips from approved but not yet completed or occupied developments are provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). However, according to City staff, there are no approved trips (ATI sheets) for the study intersections. Accordingly, background conditions are identical to existing conditions.

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 background peak-hour intersection volumes are shown on Figure 10.

Background Plus Project Traffic Volumes

Project peak hour trips were added to background peak hour traffic volumes to obtain background plus project peak hour traffic volumes (see Figure 11).

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

Signalized Intersection Traffic Operations

Signalized intersection level of service was evaluated against the standards of the City of San Jose. The results of the analysis show that the signalized study intersection is currently operating at an acceptable level of service during both the AM and PM peak hours of traffic and would continue to operate acceptably under background and background plus project conditions (see Table 6). The detailed intersection level of service calculation sheets are included in Appendix C.

Table 6
Intersection Level of Service Summary

				Existing		Background		Background Plus Project			
ID	Signalized Intersection	Peak Hour	Count Date	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C
1	Camden Av & Blossom Hill Rd	AM	3/20/2024	36.6	D	36.6	D	36.6	D	3.1	0.003
		PM	3/20/2024	33.0	C	33.0	C	33.3	C	0.4	0.010

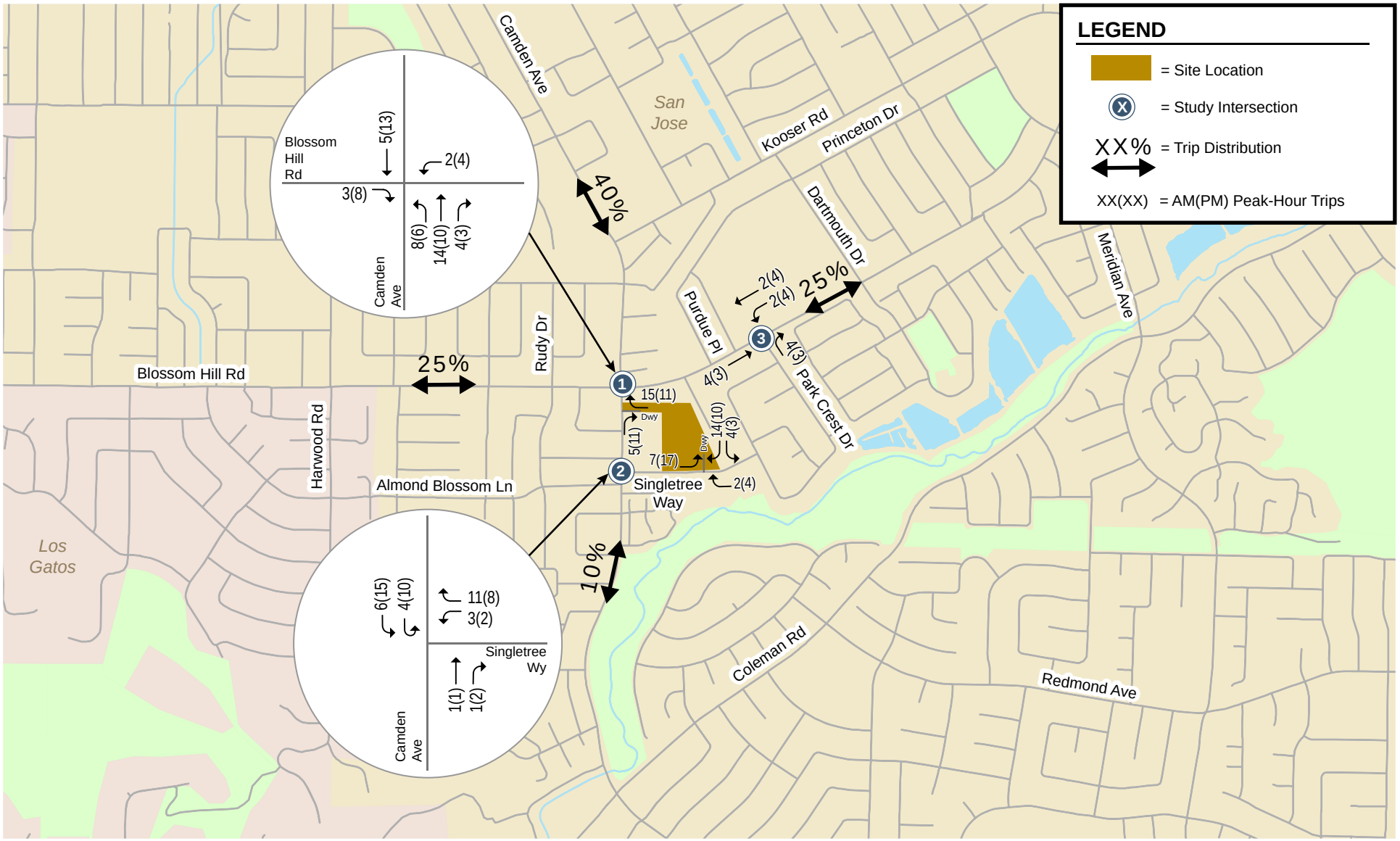


Figure 8
Project Trip Distribution and Trip Assignment

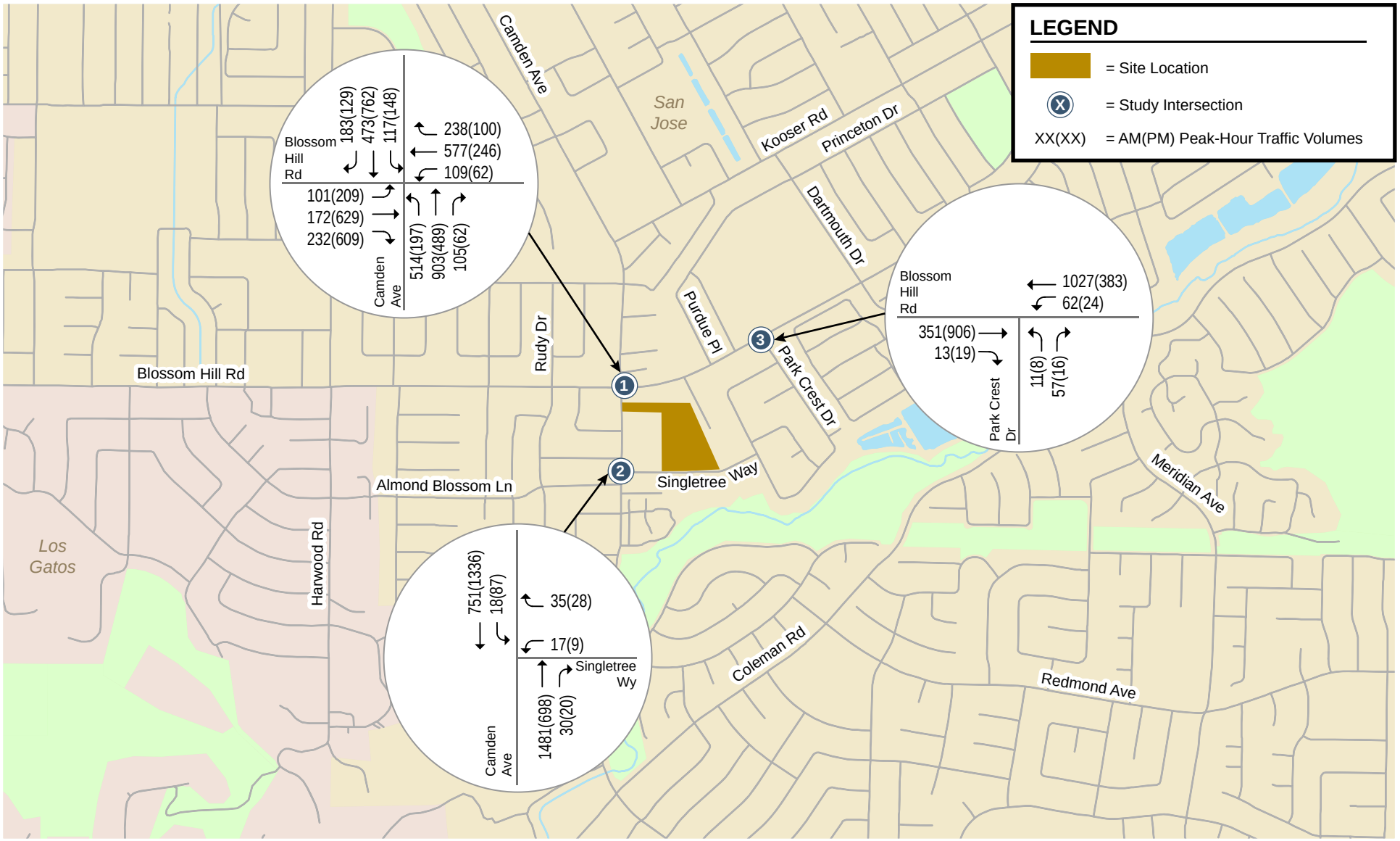


Figure 9
Existing Traffic Volumes

NORTH
Not to Scale

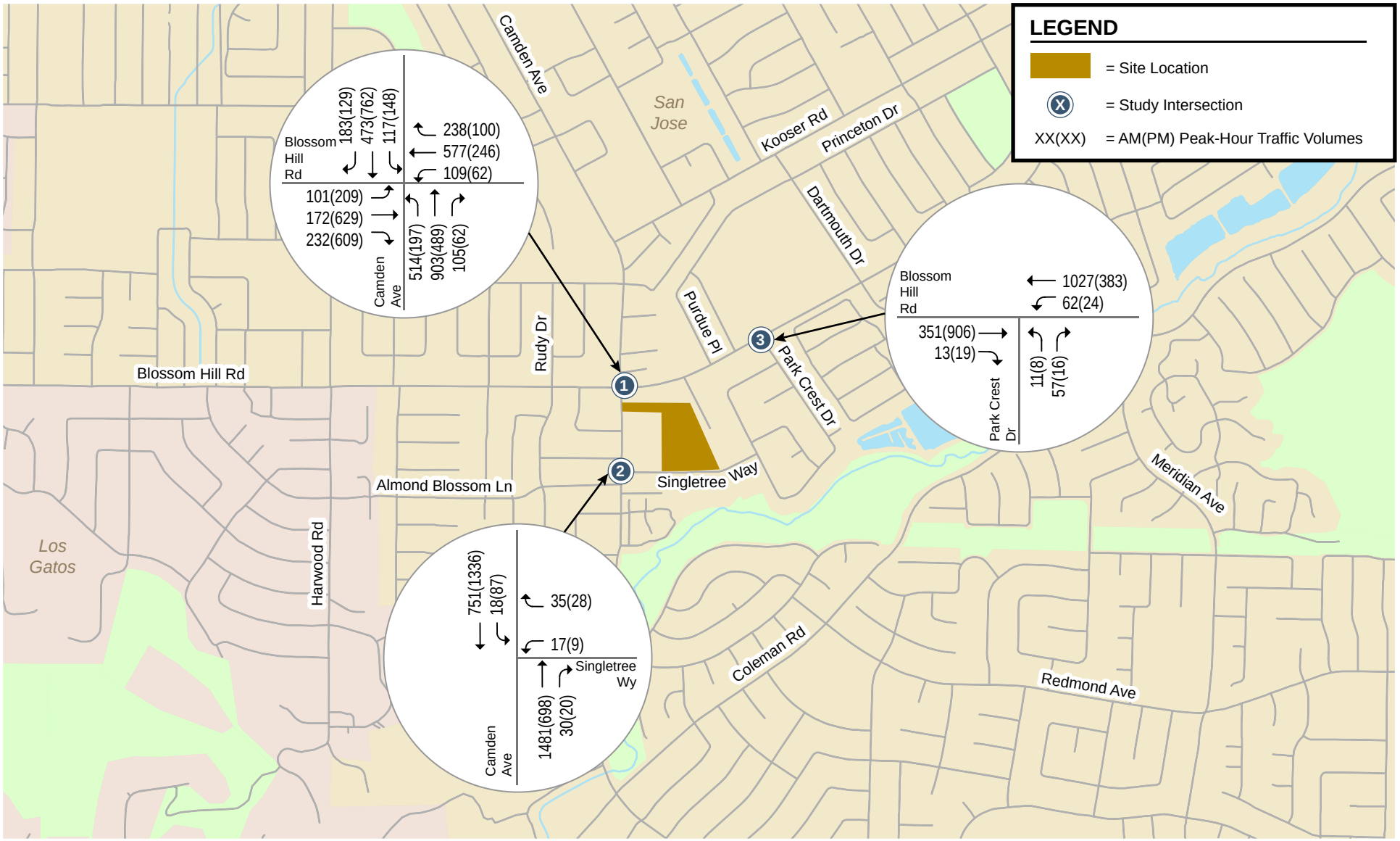


Figure 10
Background Traffic Volumes

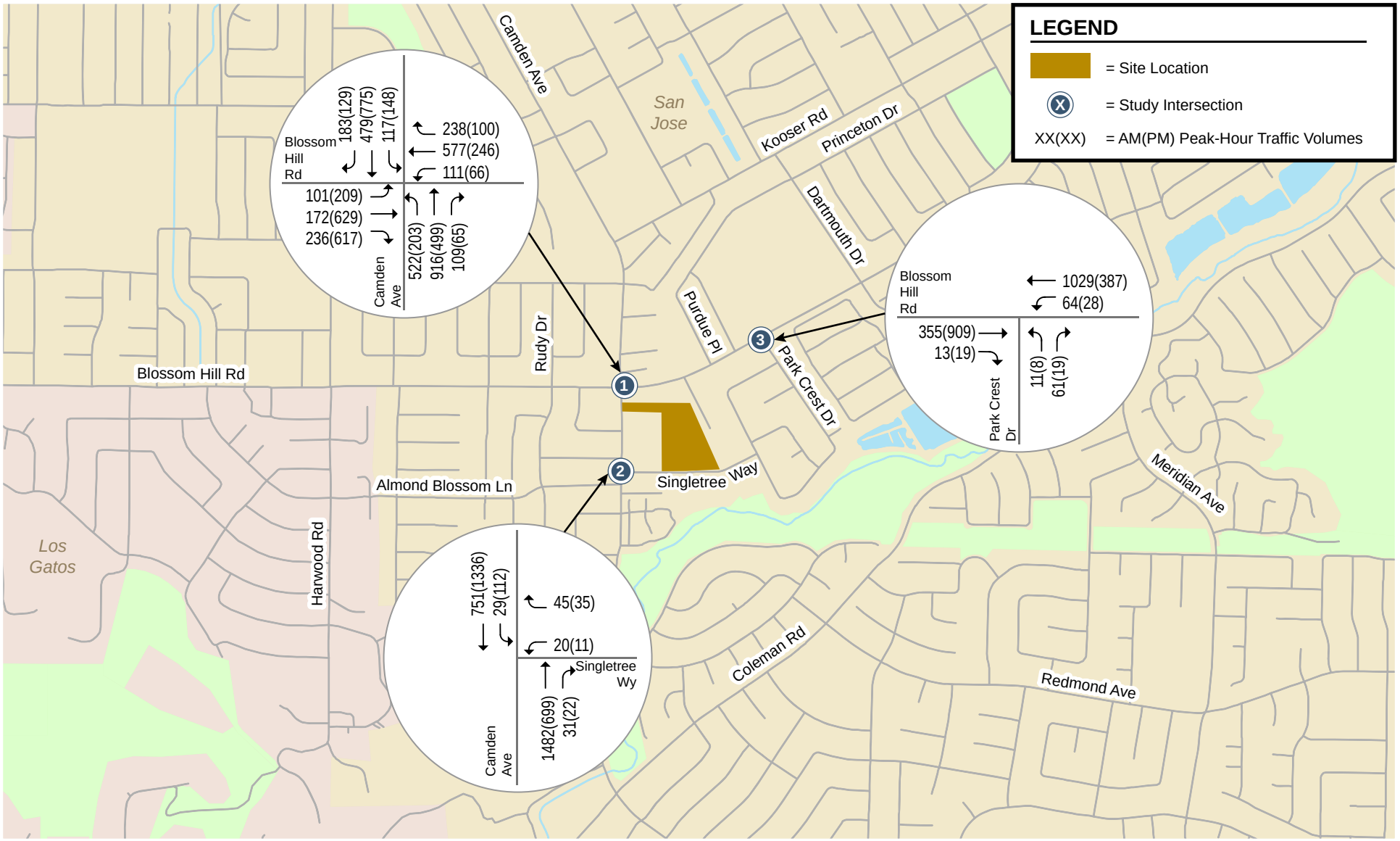


Figure 11
Background Plus Project Traffic Volumes

NORTH
Not to Scale

Unsignalized Intersection Evaluation

Traffic Operations

Traffic conditions at the unsignalized study intersection of Camden Avenue and Singletree Way were evaluated to determine whether the project would create any operational issues. The project would add 10 AM peak hour trips and 25 PM peak hour trips to the southbound left-turn movement at this study intersection. Under existing conditions, the southbound left-turn movement operates with delays of 13.4 seconds per vehicle during the AM peak hour and 9.5 seconds per vehicle during the PM peak hour. Since there are no identified approved projects in the area, the vehicle delays would be the same under background conditions. The project would have little effect on the vehicle delays, increasing the delays to just 13.6 seconds per vehicle during the AM peak hour and 9.6 seconds per vehicle during the PM peak hour under background plus project conditions.

Although the project would not noticeably increase the vehicle delays for the southbound left-turn movement, based on existing observations this intersection currently experiences some operational issues due to the southbound left-turn movement. The existing median break along Camden Avenue allows southbound vehicles to turn left directly into the driveway that serves Beacon School. This movement conflicts with the southbound left-turn movement at Singletree Way, as well as vehicles turning from the Beacon School driveway and Singletree Way. In order to eliminate some of the conflicting turn movements, the raised median island should be extended south to Singletree Way. Vehicles traveling south that intend to enter the school driveway would need to make a U-turn at Singletree Way and turn right into the driveway. Note that vehicles currently turning left from Orchard View Drive directly onto northbound Camden Avenue would no longer be able to do so. These vehicles would need to first enter the southbound left-turn pocket on Camden Avenue and make a U-turn at Singletree Way.

Recommendation: Extend the median island along Camden Avenue adjacent to Beacon School south approximately 150 feet to Singletree Way. This would require coordination/outreach with the adjacent neighborhood and existing school.

Signal Warrants

Traffic conditions at the unsignalized study intersections of Camden Avenue/Singletree Way and Park Crest Drive/Blossom Hill Road were assessed to determine whether traffic signals would be warranted based on the peak hour volume signal warrant (Warrant #3) described in the *California Manual on Uniform Traffic Control Devices* (CA MUTCD). The results of the signal warrant check indicate that the AM and PM peak hour volumes at the unsignalized intersections currently do not meet the signal warrant and would not meet the warrant with the addition of project generated trips. Note that a high-visibility yellow crosswalk with rectangular rapid flashing beacons (RRFB) is currently provided on Blossom Hill Road at Park Crest Drive. The signal warrant sheets are included in Appendix D.

Intersection Queuing Analysis

The intersection queuing analysis (see Table 7) is based on vehicle queuing for left-turn movements at intersections near the project site where the project would add a noteworthy number of trips (10 or more). Based on the project trip generation and trip distribution pattern, the southbound left-turn movement (including left turns onto Singletree Way and U-turns) at the intersection of Camden Avenue and Singletree Way was evaluated as part of the queuing analysis for this project. The project would not add a noteworthy number of trips to any other left-turn movement at the study intersections.

Camden Avenue and Singletree Way

The existing southbound left-turn lane provides approximately 100 feet of storage, measured from the beginning of the left-turn lane striping to Orchard View Drive. The project would add 10 vehicles during

the AM peak hour and 25 vehicles during the PM peak hour to the southbound left-turn movement. The 95th percentile southbound left-turn vehicle queues under existing and background conditions are 25 feet during both the AM and PM peak hours. The addition of project generated trips would not increase the 95th percentile vehicle queue lengths during either the AM or PM peak hours. Thus, the southbound left-turn lane, based on the current configuration, would provide adequate vehicle storage under background plus project conditions during both the AM and PM peak hours.

Table 7
Intersection Queuing Analysis Summary

	Camden Avenue & Singletree Way	
	Southbound Left-Turn / U-Turn	
Measurement	**AM**	**PM**
Existing		
Cycle/Delay [1] (sec)	13.4	9.5
Volume (vphpl)	18	87
95th %. Queue (veh/ln.)	1	1
95th %. Queue (ft./ln) [2]	25	25
Storage (ft./ ln.)	100	100
Adequate (Y/N)	Y	Y
Background		
Cycle/Delay [1] (sec)	13.4	9.5
Volume (vphpl)	18	87
95th %. Queue (veh/ln.)	1	1
95th %. Queue (ft./ln) [2]	25	25
Storage (ft./ ln.)	100	100
Adequate (Y/N)	Y	Y
Background Plus Project		
Cycle/Delay [1] (sec)	13.6	9.6
Volume (vphpl)	28	112
95th %. Queue (veh/ln.)	1	1
95th %. Queue (ft./ln) [2]	25	25
Storage (ft./ ln.)	100	100
Adequate (Y/N)	Y	Y

Notes:
[1] Vehicle queue calculations based on signal cycle length for signalized intersections.
Vehicle queue calculations based on average approach delay for unsignalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.

Note that if the median island along Camden Avenue is extended to Singletree Way, as recommended above, the existing left-turn movement from Orchard View Drive onto northbound Camden Avenue would no longer be possible. The left turns from Orchard View Drive would instead need to utilize the southbound left-turn pocket on Camden Avenue to make a U-turn. Based on counts, only 4 vehicles were observed turning left from Orchard View Drive during both the AM and PM peak hours of traffic. This small number of redistributed vehicle trips would not increase the southbound left-turn/U-turn vehicle queues on Camden Avenue.

Site Access and On-Site Circulation

The site access evaluation is based on the January 16, 2024, site plan prepared by Hanna-Brunetti (see Figure 2 in Chapter 1). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, geometric design, sight distance, and operations (e.g., queuing and delay). On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Driveway Design and Operations

Access to the 108-unit townhome development would be provided via two driveways: one driveway on Camden Avenue (right-in/right-out only) and one driveway on Singletree Way. Both driveways are shown to be 26 feet wide, measured at the throat, which meets the City's standard for residential driveways.

The project-generated trips that are estimated to occur at the project driveway on Camden Avenue are 5 inbound/15 outbound trips during the AM peak hour and 11 inbound/11 outbound trips during the PM peak hour. The majority of inbound trips at the Camden Avenue driveway would first have to make a U-turn at Singletree Way (southbound U-turn on Camden Avenue). The project-generated trips that are estimated to occur at the project driveway on Singletree Way are 9 inbound/18 outbound trips during the AM peak hour and 21 inbound/13 outbound trips during the PM peak hour (see Figure 8).

Due to the low number of AM and PM peak hour project-generated trips at the project driveways, operational issues related to vehicle queueing and/or delays are not expected to occur at either project driveway.

Sight Distance

There are no existing landscaping or other visual obstructions along the project frontages that would obscure sight distance at the project driveways. Singletree Way does bend slightly. However, since the driveway is situated along the horizontal curve, sight distance would be adequate in both directions. Note that there is an existing residential driveway on Singletree Way, situated east of the proposed project driveway location, that operates acceptably.

Parking is currently prohibited along the project frontage on Camden Avenue. The project should maintain the no parking zones (red curb) along Camden Avenue to ensure adequate sight distance is provided at this project driveway.

Parking is allowed along the project frontage on Singletree Way. Accordingly, the project should establish no parking zones adjacent to this driveway to ensure adequate sight distance is provided at this project driveway. Any new street trees added along the project frontage on Singletree Way should be planted and maintained so that their canopies are at least 6 feet off the ground to ensure the vision of exiting drivers is not blocked.

Recommendation: Establish no parking zones immediately adjacent to the project driveway on Singletree Way to ensure adequate sight distance is provided in both directions. The no parking zone should extend to the adjacent driveway to the east (approximately 35 feet) and 50 feet to the west.

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to locate sufficient gaps in traffic. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For Singletree Way, which has a speed limit of 25 mph, the

Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). This means a driver must be able to see 200 feet down Singletree Way to locate a sufficient gap to turn out of the project driveway. This also gives drivers traveling along Singletree Way adequate time to react to vehicles exiting the project driveway. For Camden Avenue, which has a speed limit of 40 mph, the Caltrans stopping sight distance is 360 feet (based on a design speed of 45 mph). Adequate stopping sight distance would be provided at both project driveways. The sight distance triangles at the Singletree Way project driveway are shown on Figure 12.

On-Site Vehicular Circulation and Parking Layout

On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and City of San Jose design guidelines. The project would construct internal drive aisles that would provide direct access to each townhome garage. A two-car garage is proposed for each townhome unit and 27 surface parking spaces, distributed throughout the site, are proposed for guests. There are two guest parking spaces located where the drive aisle curves at the northeast corner of the site that would be difficult for drivers to see. These two blind spaces should be relocated or removed.

Recommendation: Relocate or remove the two guest parking spaces (blind spaces) located where the drive aisle curves at the northeast corner of the site.

The City's standard minimum width for two-way drive aisles is 26 feet wide where 90-degree parking is provided. This allows sufficient room for vehicles to back out of the parking spaces. The guest parking, a mix of 90-degree spaces and parallel spaces, are located along 26-foot wide drive aisle throughout the site. There are two short dead-end drive aisles located on the southern portion of the site. However, since these dead-end aisles would provide access to the residential garages only and would not contain guest parking spaces, the dead-end aisle would not create any vehicular circulation issues.

Parking Stall Dimensions

Twenty-seven guest parking spaces, including two ADA van accessible spaces, are proposed for the townhome development. The 90-degree parking spaces (including ADA spaces) measure 9 feet wide by 20 feet long, and the parallel parking spaces measure 8 feet wide by 22 feet long. The proposed parking stall dimensions meet the City of San Jose and ADA off-street parking design standards.

Truck Access and Circulation

The project site plan for the townhomes was reviewed for truck access including delivery and moving trucks, garbage trucks and emergency vehicles. The turning templates (see Appendix E) show that SU-30 type trucks could adequately access the site and navigate through the site. Note that although SU-30 trucks would require the full width of the driveways when entering and exiting the site, this situation is typical for large trucks at residential driveways.

Garbage Collection

Trash bins would be stored within each individual unit. Trash bins would be wheeled out to the drive aisles on garbage collection days. All garbage collection activities would occur on-site.

Emergency Vehicle Access

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 3 feet clearance from the property line along all sides of the building. According to the site plan, the project would meet the fire access requirements.



Figure 12
Sight Distance at the Singletree Way Driveway

Parking

The City of San Jose recently amended Title 20 of the Municipal Code to remove citywide minimum off-street vehicle parking requirements for developments, with the exception of single-family properties and areas where the City has defined contractual agreements regarding parking supply. The changes are intended to encourage the use of alternative modes of transportation, thereby reducing VMT and greenhouse gas emissions. All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new parking ordinance, which includes new mandatory TDM requirements per City Council Policy 5-1.

The removal of vehicle parking requirements and addition of TDM requirements are intended to improve consistency with Climate Smart San Jose and the Envision San Jose 2040 General Plan transportation and land use goals. Developers have the flexibility to determine the appropriate number of vehicle parking spaces based on a project's specific needs and market conditions, rather than based on a minimum number of spaces determined by the City.

Though minimum vehicle parking requirements have been removed, Chapter 20.90 of the Municipal Code continues to maintain existing minimum bicycle parking requirements for most land uses. Also included are new minimum parking requirements for "two-wheeled motorized vehicles", as opposed to "motorcycles", since not all licensed two-wheeled vehicles are considered motorcycles. The update requires most developments to provide two-wheeled motorized vehicle parking equal to 2.5% of the total vehicle parking provided. Note that one-family dwellings, such as the proposed townhomes, do not have bicycle or two-wheeled motorized vehicle parking requirements.

Proposed Vehicle Parking Supply

The project is proposing to provide 2-car garages per residential unit (216 garage spaces) plus 27 visitor spaces (including 2 ADA van accessible spaces), for a total of 243 on-site vehicle parking spaces.

TDM Requirement

To be consistent with the goals of the Envision 2040 General Plan and the Climate Smart San Jose Plan, the project is required to provide Transportation Demand Management (TDM) measures to meet its "TDM Points Target" (minimum of 25 TDM points for Level 1 Home-End uses) as detailed in the City's new Parking and TDM Ordinance. A TDM points evaluation was prepared using the City's TDM Checklist. A comprehensive TDM Plan was also prepared for the project. Note that annual TDM Plan compliance documentation is required for Level 1 residential projects (residential projects of 16 to 299 DUs), but TDM monitoring reports are not. The TDM Plan prepared for the project is contained in Appendix F.

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., sidewalk 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.

Neighborhood Interface

Some of the project generated trips were assigned through the neighborhood east of the project site since the neighborhood provides a connection between Singletree Way and Blossom Hill Road. Based on the project trip distribution pattern, 25 percent of project generated trips would travel to and from the east via Blossom Hill Road. This equates to 4 inbound trips and 8 outbound trips during the AM peak hour, and 8 inbound trips and 6 outbound trips during the PM peak hour along Blossom Hill Road. Assuming up to half of these trips could potentially cut through the neighborhood (which is the maximum trips expected since there would be no time savings), this equates to 6 trips (2 inbound and 4 outbound) during the AM peak hour and 7 trips (4 inbound and 3 outbound) during the PM peak hour (see Figure 8). The residential streets that would likely be utilized include Park Crest Drive, Park Ridge Drive, and Park Manor Drive.

Note that the City of San Jose defines "cut-through traffic" as traffic that is using a local residential street to avoid arterial or major collector roadways and is not traffic that has an origin or destination within the immediate neighborhood. Since the proposed residential development would be located just outside the immediate neighborhood, the small number of project generated vehicle trips that would be added to these adjacent residential streets would meet the definition of cut-through traffic. However, because the number of vehicle trips added equates to only about 1 trip every 10 minutes during both the AM and PM peak hours of traffic, the small increase in trips as a result of the project would likely not be a noticeable increase.

Average Daily Traffic Volumes and Vehicle Speeds on Singletree Way

Average daily traffic (ADT) volume and vehicle speed data were collected along the project frontage on Singletree Way for a one-week period. The tube counts were conducted between March 20th - 26th, 2024. The ADT volumes and 85th percentile vehicle speeds for the two segments of Singletree Way that were studied are summarized in Table 8. Note that the data included in the table are for Tuesday, Wednesday and Thursday only (i.e., typical weekdays). The raw daily traffic count data, which include the other days of the week, are presented in Appendix A.

A typical ADT volume for a local street with a posted speed limit of 25 mph in the City of San Jose ranges from 1,000 to 3,000 vehicles per day. As shown in Table 8, the ADT volume for Singletree Way (between 650 and 800 vehicles per day) is below the typical daily traffic volume for a local street. The estimated ADT volume for Singletree Way with the addition of project generated trips (between 740 and 1,130 vehicles per day) falls within the lower daily traffic volume range for local streets.

Table 8
Average Daily Traffic Volumes and Vehicle Speeds on Singletree Way

ID	Street	Street Segment	Speed Limit	85th % Speed (Avg. of Both Directions)	Existing ADT [1]	Daily Project Trips	% Vol Increase
1	Singletree Way	East of Camden Avenue	25 mph	30.6 mph	805	324	40%
2	Singletree Way	West of Park Manor Drive	25 mph	27.8 mph	652	88	13%

Note:
1. ADT = average daily traffic in vehicles per day. ADT shown is 3-day average (Tue, Wed, Thu). Daily volume and speed data collected March 20th - 26th, 2024.

Speed surveys conducted along the two segments of Singletree Way revealed that average bidirectional 85th percentile vehicle speeds range between approximately 28 mph and 31 mph. The measured 85th percentile speeds are within 6 mph of the posted speed limit (25 mph). Therefore, based on the speed data and the City of San Jose's definition of an acceptable speed for local streets, the existing 85th percentile vehicle speeds on Singletree Way are within the acceptable limit and would not be considered for a traffic calming project.

Note that the definition of an acceptable amount of traffic on a local residential street is subjective and depends on many factors such as street width, presence of on-street parking, building setback, number of driveways, and whether the local residential street provides access to major roadways. In addition, the City of San Jose has not established thresholds or guidelines that can be applied to determine the level of increase that should be deemed a significant increase, or the level of increase that would have a negative effect on the livability or quality of life for residents. However, the City does have a Traffic Calming Policy (Council Policy 5-6) that establishes procedures to address concerns regarding neighborhood traffic. The City's traffic calming policy is described below.

City of San Jose Traffic Calming Policy

According to Council Policy 5-6: "It is the policy of the City of San Jose to minimize the negative effects associated with traffic on all streets, particularly within residential neighborhoods and near schools, by applying education, enforcement, and sound engineering solutions developed with strong community involvement." Traffic calming solutions are categorized into two levels: Basic and Comprehensive.

- Basic traffic calming services are those traffic control devices and programs that are implemented on a day-to-day basis to regulate, warn, guide, enforce and educate motorists, pedestrians and bicyclists and generally apply to all streets.
- Comprehensive traffic calming services include physical roadway design features or dynamic signage and warning systems intended to slow traffic within, or divert traffic from residential neighborhoods, or to enhance pedestrian safety. Residential neighborhoods with traffic impacts that cannot be addressed through basic traffic calming services may be eligible for these additional "comprehensive" traffic calming measures.

If a project is expected to generate conflicting traffic with adjacent land uses (i.e., commercial traffic generated along neighborhood residential streets) or result in excessive speeds and/or volumes on neighborhood streets, the project may be required to construct traffic calming measures. The City of San Jose Department of Transportation (DOT) will first perform a study to address the specific concern and situation. The nature and severity of the concern, verified through field observations and/or data collection, will determine if/which traffic calming measure(s) should be implemented. Basic traffic calming measures may include bulb-outs, median refuges, high-visibility crosswalks, road humps, stop signs, electronic speed limit signs, or other measures. Some basic traffic calming measures can be implemented by the project without requiring a comprehensive study.

Projects required to evaluate nearby neighborhoods for potential traffic intrusion will:

- Conduct speed and volume study on identified streets prior to implementation of the project;
- Conduct speed and volume study on identified streets approximately six (6) to twelve (12) months after the project is fully operational or occupied;
- Implement approved traffic calming or traffic control as warranted by the analysis.

The City's goal is to complete "basic" traffic calming engineering studies within 35 days of the receipt of the request. Traffic enforcement is provided by the San Jose Police Department's Traffic Enforcement Unit, and enforcement requests will be completed based on their current staffing and workload levels. If traffic safety education is requested or recommended to address driver, pedestrian and/or bicyclist

behavior, the goal is to perform a traffic safety education presentation within eight (8) weeks. However, the presentation schedule is often dependent upon coordination of a desired timeframe with neighborhood or school representatives. Traffic concerns that require “comprehensive” traffic calming measures will first have trial installations to assess the effectiveness and neighborhood support for the devices, as well as to allow for minor adjustments to size and shape before final permanent installation. Installation of major roadway features requires City Council approval, which will extend the time period before installation. The goal is to take the time to conduct an appropriate level of outreach to ensure sufficient community involvement and awareness of intended actions.

Pedestrian, Bicycle and Transit Evaluation

All new development projects in San Jose should encourage multimodal travel, consistent with the goals and policies of the City’s General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose’s mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along many City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Pedestrian and Bicycle Facilities

Pedestrian Facilities

Pedestrian facilities in the project area consist primarily of sidewalks along the streets. Crosswalks with pedestrian signal heads and push buttons are located at the signalized study intersection of Camden Avenue and Blossom Hill Road. Standard curb ramps with truncated domes are provided at all corners of this intersection.

The unsignalized study intersection of Camden Avenue and Singletree Way has a non-standard curb ramp on the southeast corner and no curb ramp on the northeast corner. There are no crosswalks at this unsignalized intersection.

The site plan indicates the existing sidewalks and curbs along the project frontages on Camden Avenue and Singletree Way would be reconstructed. The site plan shows a 12-foot-wide attached sidewalk with tree wells along Camden Avenue and a 10-foot-wide attached sidewalk with tree wells along Singletree Way. The site plan also shows the northeast and southeast corners of the Camden Avenue and Singletree Way intersection would be reconstructed to include standard ADA-compliant curb ramps, as well as a new crosswalk on Singletree Way.

According to the California Vehicle Code § 21368: “Whenever a marked pedestrian crosswalk has been established in a roadway contiguous to a school building or the grounds thereof, it shall be painted or marked in yellow as shall be all the marked pedestrian crosswalks at an intersection in case any one of the crosswalks is required to be marked in yellow.” Since the proposed new crosswalk is located adjacent to an existing school, the new crosswalk must be painted yellow.

Recommendation: Stripe the new crosswalk on Singletree Way with high-visibility yellow paint due to the proximity of Beacon School.

The project plans to construct a new mid-block crosswalk on Singletree Way at the entrance to the Guadalupe Creek Trail. The crosswalk design would include bulb-outs and rectangular rapid flashing beacons (RRFB). The new pedestrian crossing would provide a safe connection to the Guadalupe Creek Trail and serve as a traffic calming feature along Singletree Way. The existing and proposed

pedestrian facilities would provide adequate access to nearby points of interest, including transit stops and the north Guadalupe Creek Trailhead.

Bicycle Facilities

The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. City staff have indicated that the project would be required to provide a fair-share monetary contribution toward the future Class IV protected bikeway that is planned along Camden Avenue as identified in the San Jose Better Bike Plan 2025. Based on a cost of $144 per linear foot (source: City of San Jose Department of Public Works), the project's total fair-share contribution would equate to $17,280. This fair-share calculation is based on the project having 120 linear feet of frontage along Camden Avenue according to the project boundary shown on the site plan ($144 x 120 linear feet = $17,280).

Recommendation: Provide a fair-share monetary contribution of $17,280 toward the future Class IV separated bikeway that is planned along the Camden Avenue project frontage as described in the San Jose Better Bike Plan 2025.

Pedestrian and Bicycle Access to Schools

Besides the adjacent special education school (Beacon School), the following schools are located within a one-mile walking/biking distance of the project site:

- Dartmouth Middle School, located a half mile northeast of the site on Blossom Hill Road
- Lietz Elementary School, located a half mile north of the site on Carter Avenue
- Noddin Elementary School, located three-quarter mile northwest of the site on Gilda Way
- Guadalupe Elementary School, located one mile southeast of the site on Vera Cruz Drive

Safe pedestrian access to all the schools listed above is provided via a continuous network of sidewalks in the study area. Crosswalks with pedestrian signal heads are provided at all the signalized intersections. Curb ramps are provided at all intersections along the routes between the project site and the schools, though not all meet current ADA design standards.

Most of the roadways providing access to the nearby schools do not have bike facilities. Only Coleman Avenue, which provides access to Guadalupe Elementary School, has bike lanes. According to the San Jose Better Bike Plan 2025, Class IV protected bike lanes are planned along Camden Avenue, which ultimately will provide a safer bicycle route to the nearby schools when the bike lanes are constructed.

The project should coordinate with these nearby schools to implement a Safe Routes to Schools program, or participate in a program if one already exists, since some students attending these schools may reside at the project site. Safe Routes to Schools is designed to decrease traffic and pollution and increase the health of children and the community as a whole. The program promotes walking and biking to school through education and incentives. The program also addresses the safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring ways to create safer streets. A comprehensive Safe Routes to Schools program should identify a focused area surrounding the school, provide a map with the routes that children can take to and from school, and recommend improvements to routes if necessary. It should address such pedestrian safety issues as dangerous intersections and missing or ineffective crosswalks, sidewalks, and curb ramps.

Transit Services

Existing transit service in the project vicinity is provided by the Santa Clara Valley Transportation Authority (VTA). The project area is served directly by local bus route 27. Route 27 operates along Blossom Hill Road within walking distance of the project site (stops at Camden Avenue/Blossom Hill

Road). The bus stops at Camden Avenue/Blossom Hill Road are easily accessible via the existing network of sidewalks and crosswalks.

Since the project site is served by a local bus route (Route 27), it is reasonable to assume that some residents would utilize transit service. It is estimated that the small increase in transit demand generated by the project could be accommodated by the current available ridership capacity of the VTA bus service.

Based on the results of the signalized intersection level of service analysis, the project would have very little effect on the vehicle delays along eastbound and westbound Blossom Hill Road (path of bus route 27). The project would increase the vehicle delays for the eastbound and westbound through movements at the Camden Avenue/Blossom Hill Road intersection by just 0.3 seconds per vehicle or less. Therefore, it can be concluded that the project would not make a measurable contribution toward transit delays in the area.

5. TDM Requirements

All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new Parking and TDM Ordinance (Ordinance No. 30857), which includes mandatory TDM requirements. To be consistent with the goals of the *Envision 2040 General Plan* and the Climate Smart San Jose Plan, most projects are required to provide a TDM Plan that meets the "TDM Points Target" as detailed in the City's new Ordinance.

The project would not meet the City's residential screening criteria because it is not a small infill project, would not include 100% restricted affordable residential units, is not located within ½ mile of high-quality transit, and would have a development density of well below 35 DU/AC. Therefore, a TDM Checklist that meets the TDM Points Target and associated TDM Plan are required.

The project meets the definition of a Level 1 residential project (residential projects of 16 to 299 dwelling units) and is categorized as a Home-End Use per the San Jose Municipal Code. Accordingly, a TDM Checklist and associated TDM Plan with a target of 25 TDM points (based on the Home-End Use category) was prepared. The project will be responsible for implementing measures identified in the TDM Checklist and TDM Plan to reduce the number of vehicle trips generated by the project.

Annual TDM Plan compliance documentation is required but annual monitoring reports usually are not for Level 1 projects, unless the project is using programmatic TDM measures to mitigate a significant VMT impact. For this reason, the project will be required to submit annual monitoring reports as part of the project's mitigation monitoring and reporting program (MMRP). A "trip cap" will be implemented and annual driveway counts will be conducted as part of the annual monitoring requirements. Based on the project trip generation estimates (see Table 5 in Chapter 4), the project will have a trip cap of 47 gross AM peak hour vehicle trips and 56 gross PM peak hour vehicle trips. The annual monitoring report must be prepared by a traffic engineering firm and must demonstrate the actual project trip generation is within 10% of the trip cap. If the project is not in conformance with the established trip cap, the project may add TDM measures to meet the trip cap. A follow-up monitoring report is required within six months following implementation of any new TDM measure. If the project is still not in conformance, penalties will be assessed per Council Policy 5-1.

The detailed TDM Plan is contained in Appendix F and is consistent with the TDM Checklist described below.

TDM Checklist

The City of San Jose's TDM Points Checklist was used to calculate the TDM points for the proposed residential project (see Table 9). As shown in the checklist, the project would achieve the 25-point TDM requirement by providing the following project characteristics, parking attributes, programmatic TDM measures, and user-defined measure:

- PC03: Provide 20% Affordable Residential Units – 1 TDM Point

- MI04: Provide Residential Street Improvements – 1 TDM Point
- MI05: Provide Pedestrian Network Improvements – 3 TDM Points
- PK01: Right-Size Off-Site Vehicle Parking Supply – 10 TDM points
- PK02: Provide Bike Parking Facilities – 2 TDM Points
- TP01: Provide School Pool Program – 1 TDM Point
- TP04: Provide Education, Marketing and Outreach – 2 TDM Points
- TP13: Provide Ride-Share Program – 1 TDM Point
- TP15: Provide Targeted Behavioral Intervention – 2 TDM Points
- TP18: Provide Voluntary Travel Behavior Change Program – 2 TDM Points

Table 9
TDM Checklist

ID	TDM Measure Description	Points Values	Home-End Uses 25
	A. PROJECT CHARACTERISTICS		
PC03	Provide Affordable Housing	1 - 4	1
	B. MULTIMODAL NETWORK IMPROVEMENTS		
MI01	Provide Bike Network Improvements	1 - 4	0
		Cost of measure	$ -
MI03	Provide Transit Network Improvements	1 - 4	0
		Cost of measure	$ -
MI04	Provide Residential Street Improvements	1 - 4	1
		Cost of measure	$ 108,000
MI05	Provide Pedestrian Network Improvements	1 - 4	3
		Cost of measure	$ 324,000
	C. PARKING		
PK01	Off-Street Vehicle Parking Spaces (please enter):		*243*
	Project Size:		108
	Vehicle Parking Ratio:		2.25
	Right-size Vehicle Parking Supply	1 - 20	10
PK02	Provide Bike Parking Facilities	1 - 2	2
PK03	Provide Shared Parking	1 - 2	0
	D. PROGRAMMATIC TDM		
TP01	Provide School Pool Programs	1	1
TP02	Provide Bike Share Stations	1 - 2	0
TP03	Provide Car Share Station	1 - 4	0
TP04	Provide Education, Marketing & Outreach	1 - 2	2
TP05	Join Transportation Mgmt. Association (TMA)	See Note	See Note
TP06	Provide Parking Cash-out	2	n/a
TP07	Provide Transit Subsidies	1 - 8	0
TP08	Provide Flexible Work Schedules	1 - 4	n/a
TP09	Provide Private Shuttle/ Transit Service	4 - 8	0
TP10	Price Workplace Parking	1 - 2	n/a
TP11	Provide Alternative Transportation Benefits	1 - 8	0
TP12	Provide a Neighborhood School	2	0
TP13	Provide Ride-Share Programs	1	1
TP14	Subsidize Transit Service Upgrade/Expansion	1 - 4	0
TP15	Provide Targeted Behavioral Interventions	1 - 2	2
TP16	Unbundle Parking Costs from Property Cost	1 - 2	0
TP17	Provide Vanpool Incentives	1 - 4	0
TP18	Provide Voluntary Travel Behavior Change Prg.	1 - 2	2

Note: Points will be awarded for the TDM programs provided by the TMA. HOAs/Property owners must subscribe to the TMA with payment of annual membership fees.

USER-DEFINED MEASURE

None

TOTAL TDM POINTS NEEDED:	25
TOTAL TDM POINTS ACHIEVED (incl. user-defined measures):	25
	Complete

6. Conclusions

This report presents the results of the Transportation Analysis (TA) conducted for a proposed residential project at 5670 Camden Avenue in San Jose, California. The project site is currently occupied by a school and associated sports fields that are used for Little League Baseball. The project includes replacing the sports fields (total of 6.67 acres) with 108 townhomes, including 22 low-income townhomes. The school would remain on the site. Access to the townhomes would be provided via Camden Avenue and Singletree Way.

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed residential project. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook* (April 2023). Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook,* the project includes a California Environmental Quality Act (CEQA) level Transportation Analysis (TA) and a Local Transportation Analysis (LTA). An analysis to satisfy the City's new Parking and TDM Ordinance was also prepared. A freeway segment analysis in accordance with the VTA's *Transportation Impact Analysis Guidelines* was not required because the project would generate fewer than 100 new peak hour vehicle trips.

The LTA analyzes AM and PM peak hour traffic conditions for one signalized intersection and two unsignalized intersections in the vicinity of the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit services and bicycle and pedestrian access.

Vehicle Miles Traveled (VMT) Analysis

The project's daily VMT estimated by the City's VMT Evaluation Tool is 13.51 per capita. The project VMT, therefore, exceeds the residential threshold of 11.39 daily VMT per capita.

The project plans to implement a TDM Plan to mitigate the VMT impact. The TDM Plan (see Appendix F) would consist of a comprehensive list of TDM measures including the following Tier 2 multimodal infrastructure improvements and Tier 4 programmatic TDM strategies aimed at reducing the project VMT impact to the extent possible:

- Pedestrian Network Improvements (Tier 2)
- Traffic Calming Measures (Tier 2)
- Transit Access Improvements (Tier 2)
- School Pool Program (Tier 4)
- Voluntary Travel Behavior Change Program (Tier 4)

Based on the City's VMT Evaluation Tool, implementing the proposed mitigation measures described above would lower the project VMT to 12.7 VMT per capita.

Since the project VMT (12.7 VMT per capita) would remain above the City's threshold of 11.39 VMT per capita with mitigation, the VMT impact is considered immitigable. Thus, the project would result in a significant and unavoidable VMT impact.

To address the significant and unavoidable project impact, City Council would need to adopt a Statement of Overriding Considerations as part of the EIR certification. The project would also be subject to a significant impact override fee. The override would apply to the VMT that cannot be mitigated (12.70 - 11.39 = 1.31 VMT) and would be in the form of either the construction or funding of multimodal improvements. City of San Jose staff have indicated that the 2024 override fee for residential projects is $3,006 per VMT not mitigated per capita. The override fee is subject to an annual escalation on January 1st in line with the Engineering News-Record Construction Cost Index (ENR CCI) for San Francisco. According to the City of San Jose Land Use Assumptions for the 2020 General Plan Four-Year Review, there are approximately 3 residents per household within the City.

VMT Impact Fee: $3,006 x 1.31 VMT x (108 DUs x 3 residents per DU) = $1,275,867

The project would be required to implement improvements that are equal to the total VMT impact fee amount. The VMT impact override fee would be used to construct a new traffic signal at the Camden Avenue/Singletree Way intersection. The new signal would provide safer pedestrian and bicycle access with bulb-outs and crosswalks, particularly adjacent to Beacon School which serves children with disabilities. A final list of improvements and associated cost estimates will be prepared as part of the conditions of approval for the project.

Project Trip Generation

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions, the proposed residential project is estimated to generate 704 new daily vehicle trips, with 47 new trips (14 inbound and 33 outbound) occurring during the AM peak hour and 56 new trips (32 inbound and 24 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

Based on the City of San Jose signalized intersection operations analysis criteria, the signalized study intersection would not be adversely affected 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, bicycle or transit facilities in the study area. Below are recommendations resulting from the site plan review and other general recommendations.

Recommendations

- Extend the median island along Camden Avenue adjacent to Beacon School south approximately 150 feet to Singletree Way.
- The project should establish no parking zones immediately adjacent to the project driveway on Singletree Way to ensure adequate sight distance is provided in both directions. The no parking zone should extend to the adjacent driveway to the east (approximately 35 feet) and 50 feet to the west.
- Relocate or remove the two guest parking spaces (blind spaces) located where the drive aisle curves at the northeast corner of the site.

- The project should paint the proposed new crosswalk on Singletree Way yellow due to the proximity of Beacon School.
- The project should provide a fair-share monetary contribution of $17,280 toward the future Class IV separated bikeway that is planned along the Camden Avenue project frontage as described in the San Jose Better Bike Plan 2025.

5670 Camden Avenue Residential TA

Technical Appendices

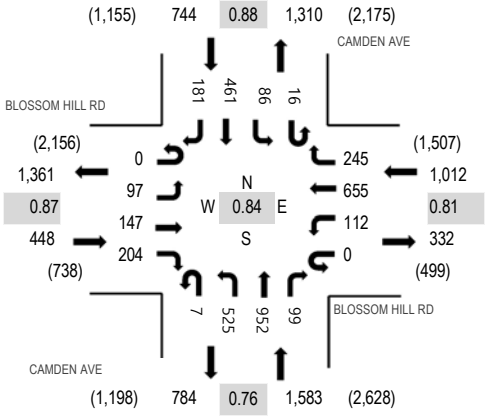
Appendix A
New Traffic Counts

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

Location: 1 CAMDEN AVE & BLOSSOM HILL RD AM
Date: Wednesday, March 20, 2024
Peak Hour: 07:35 AM - 08:35 AM
Peak 15-Minutes: 08:10 AM - 08:25 AM

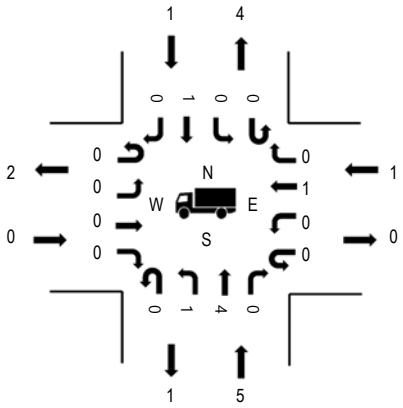
Peak Hour

Motorized Vehicles



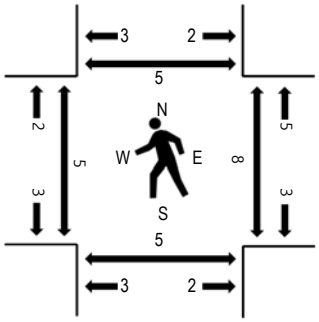
Note: Total study counts contained in parentheses.

Heavy Vehicles

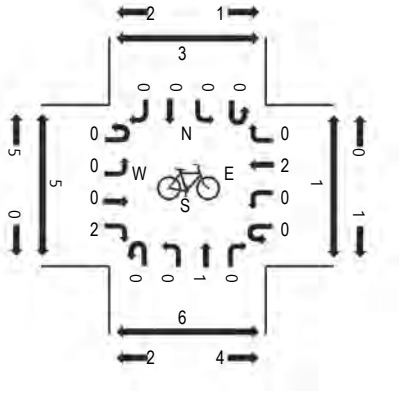


	HV%	PHF
EB	0.0%	0.87
WB	0.1%	0.81
NB	0.3%	0.76
SB	0.1%	0.88
All	0.2%	0.84

Pedestrians



Bicycles on Road

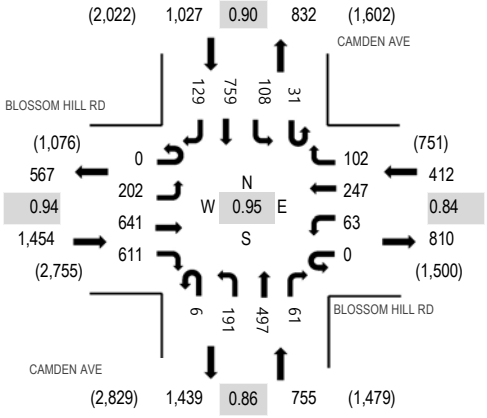


ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 CAMDEN AVE & BLOSSOM HILL RD PM
Date: Wednesday, March 20, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

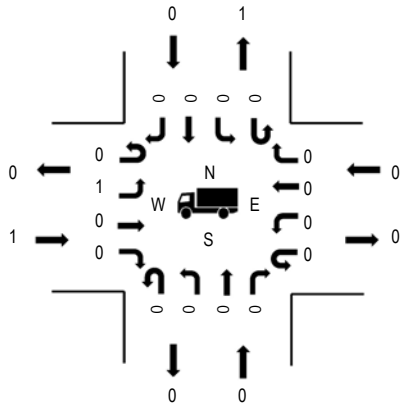
Peak Hour

Motorized Vehicles



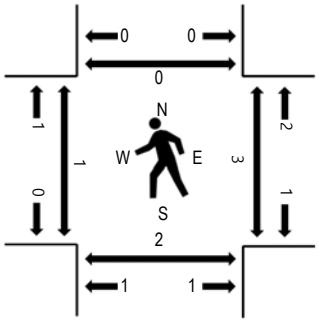
Note: Total study counts contained in parentheses.

Heavy Vehicles

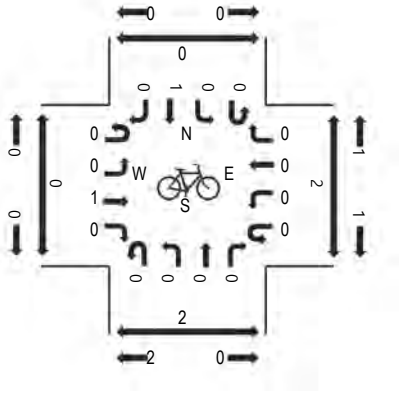


	HV%	PHF
EB	0.1%	0.94
WB	0.0%	0.84
NB	0.0%	0.86
SB	0.0%	0.90
All	0.0%	0.95

Pedestrians



Bicycles on Road

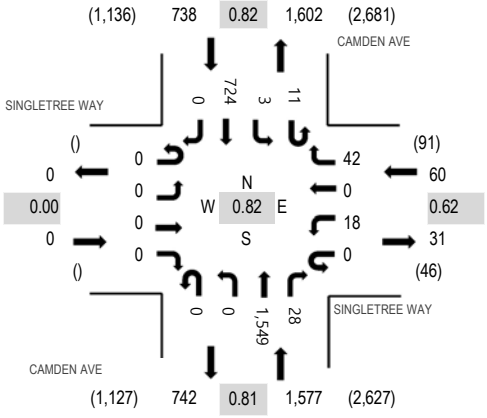


ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 CAMDEN AVE & SINGLETREE WAY AM
Date: Wednesday, March 20, 2024
Peak Hour: 07:35 AM - 08:35 AM
Peak 15-Minutes: 08:05 AM - 08:20 AM

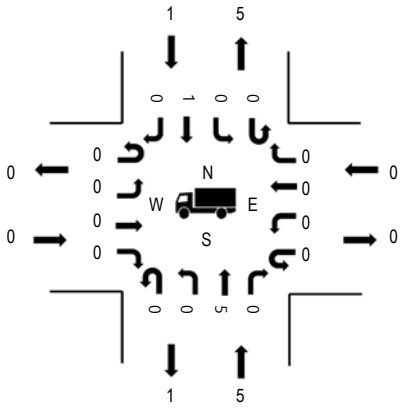
Peak Hour

Motorized Vehicles



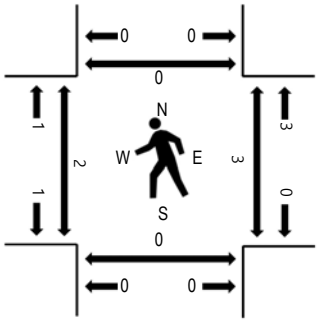
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Heavy Vehicles

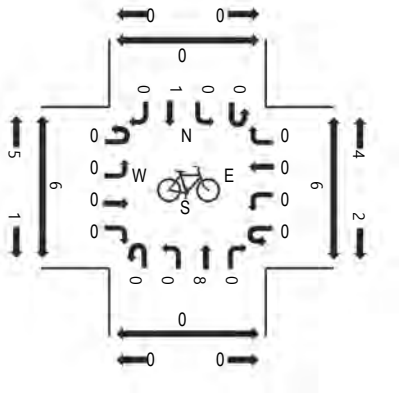


	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.62
NB	0.3%	0.81
SB	0.1%	0.82
All	0.3%	0.82

Pedestrians



Bicycles on Road

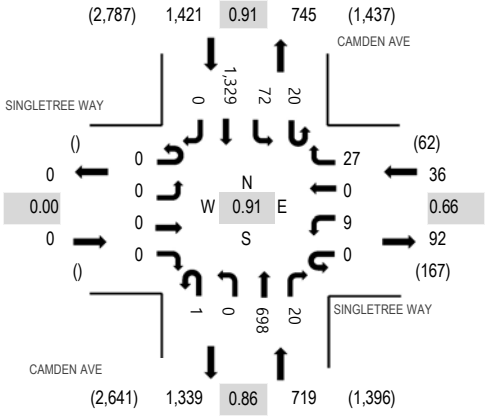


ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

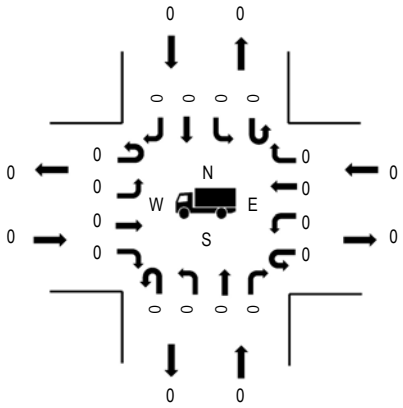
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Date: Wednesday, March 20, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:35 PM - 04:50 PM

Peak Hour

Motorized Vehicles



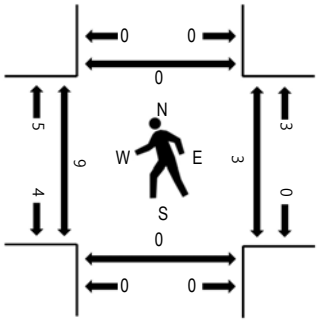
Heavy Vehicles



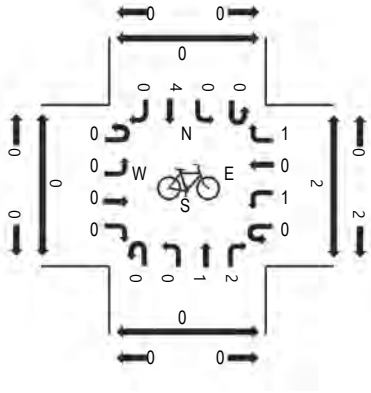
	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.66
NB	0.0%	0.86
SB	0.0%	0.91
All	0.0%	0.91

Note: Total study counts contained in parentheses.

Pedestrians



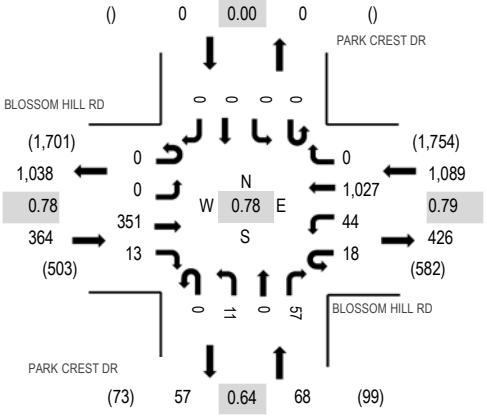
Bicycles on Road



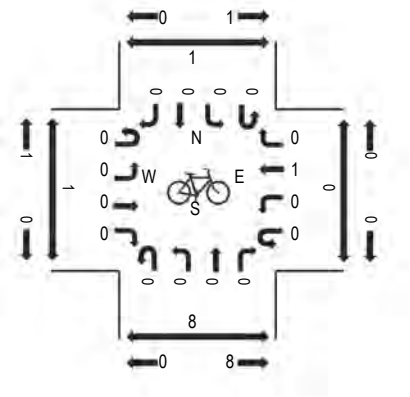
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 PARK CREST DR & BLOSSOM HILL RD AM
Date: Tuesday, October 8, 2024
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Peak 15-Minutes: 08:15 AM - 08:30 AM

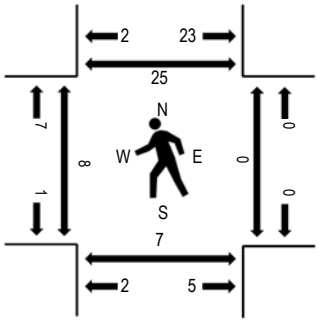
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				PARK CREST DR Northbound				PARK CREST DR 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	23	0	1	1	89	0	0	2	0	2	0	0	0	0	118	906	0	0	0	3
7:15 AM	0	0	39	2	2	6	191	0	0	4	0	7	0	0	0	0	251	1,203	0	0	0	2
7:30 AM	0	0	20	1	0	2	194	0	0	4	0	7	0	0	0	0	228	1,441	0	0	0	1
7:45 AM	0	0	55	1	1	1	239	0	0	7	0	5	0	0	0	0	309	1,521	4	0	3	6
8:00 AM	0	0	108	3	5	6	271	0	0	2	0	20	0	0	0	0	415	1,450	2	0	3	9
8:15 AM	0	0	111	5	11	32	301	0	0	1	0	28	0	0	0	0	489		1	0	0	10
8:30 AM	0	0	77	4	1	5	216	0	0	1	0	4	0	0	0	0	308		1	0	1	0
8:45 AM	0	0	52	2	0	2	177	0	0	2	0	3	0	0	0	0	238		0	0	0	3

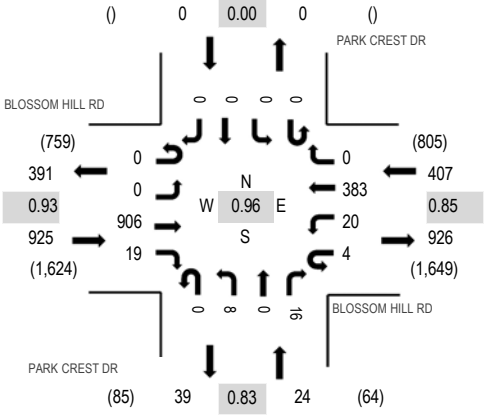
Peak Rolling Hour Flow Rates

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	1	0	0	0	0	0	0	0	0	0	1
Lights	0	0	345	12	16	44	1,006	0	0	10	0	57	0	0	0	0	1,490
Mediums	0	0	6	1	2	0	20	0	0	1	0	0	0	0	0	0	30
Total	0	0	351	13	18	44	1,027	0	0	11	0	57	0	0	0	0	1,521

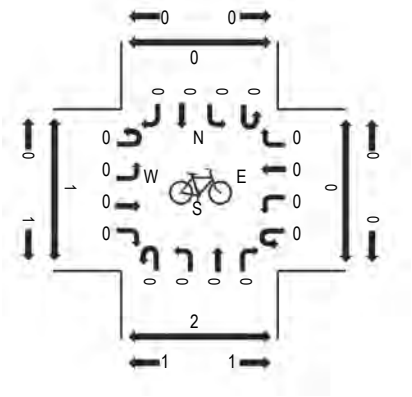
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 PARK CREST DR & BLOSSOM HILL RD PM
Date: Tuesday, October 8, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

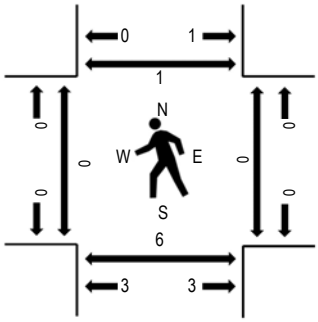
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				PARK CREST DR Northbound				PARK CREST DR 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	148	2	1	12	112	0	0	2	0	8	0	0	0	0	285	1,207	0	0	0	2
4:15 PM	0	0	169	6	0	6	97	0	0	1	0	8	0	0	0	0	287	1,272	0	0	0	1
4:30 PM	0	0	178	3	1	5	82	0	0	2	0	10	0	0	0	0	281	1,294	0	0	1	4
4:45 PM	0	0	234	2	2	7	100	0	0	2	0	7	0	0	0	0	354	1,356	0	0	3	0
5:00 PM	0	0	230	5	2	2	109	0	0	1	0	1	0	0	0	0	350	1,286	0	0	0	0
5:15 PM	0	0	198	8	0	4	93	0	0	3	0	3	0	0	0	0	309		0	0	3	0
5:30 PM	0	0	244	4	0	7	81	0	0	2	0	5	0	0	0	0	343		0	0	0	1
5:45 PM	0	0	190	3	1	9	72	0	0	0	0	9	0	0	0	0	284		0	0	0	1

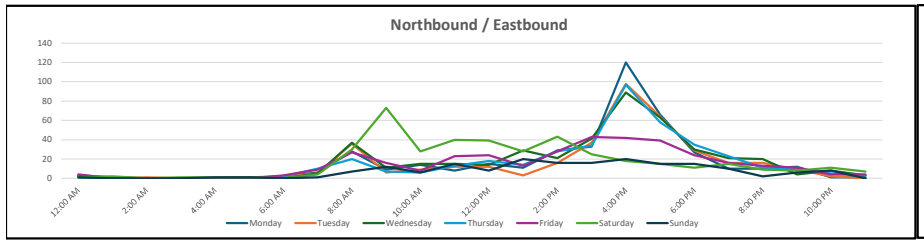
Peak Rolling Hour Flow Rates

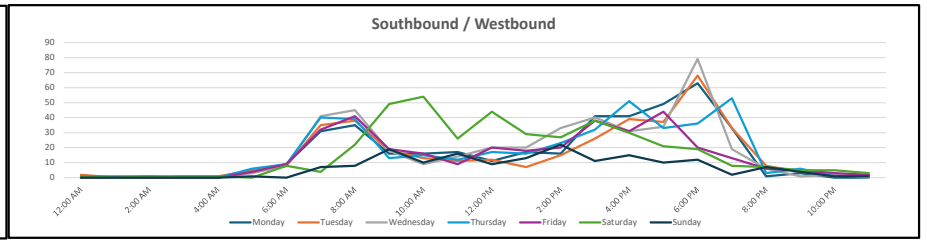
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	902	19	4	20	381	0	0	8	0	16	0	0	0	0	1,350
Mediums	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5
Total	0	0	906	19	4	20	383	0	0	8	0	16	0	0	0	0	1,356

Vehicle Volume Report - Hourly

Site Description: Singletree Way E.O Camden Ave
Site Number: 3
Start Date: 3/20/2024
End Date: 3/26/2024

Time	Monday 3/25/24			Tuesday 3/26/24			Wednesday 3/20/24			Thursday 3/21/24			Friday 3/22/24			Saturday 3/23/24			Sunday 3/24/24			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	3	1	4	1	2	3	2	0	2	1	1	2	4	0	4	1	1	2	1	0	1	1	1	2	1	2	1
1:00 AM	1	0	1	0	0	0	0	0	0	0	1	1	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	2	1	0	1	0	0	0	0	0	0
5:00 AM	0	5	5	1	5	6	1	3	4	0	6	6	0	4	4	1	0	1	1	1	2	1	5	0	5	1	3
6:00 AM	2	9	11	2	8	10	0	8	8	2	9	11	3	9	12	0	8	8	0	0	0	1	8	2	9	1	7
7:00 AM	6	31	37	5	35	40	5	41	46	10	40	50	9	32	41	4	4	8	1	7	8	7	39	7	36	6	27
8:00 AM	28	35	63	36	38	74	37	45	82	20	39	59	27	41	68	30	22	52	7	8	15	31	41	30	40	26	33
9:00 AM	9	16	25	6	18	24	11	18	29	7	13	20	16	19	35	73	49	122	12	19	31	8	16	10	17	19	22
10:00 AM	14	16	30	9	13	22	15	9	24	6	15	21	8	16	24	28	54	82	6	10	16	10	12	10	14	12	19
11:00 AM	8	17	25	12	11	23	15	14	29	13	12	25	23	9	32	40	26	66	15	16	31	13	12	14	13	18	15
12:00 PM	15	11	26	12	12	24	14	20	34	18	17	35	24	20	44	39	44	83	8	9	17	15	16	17	16	19	19
1:00 PM	11	17	28	3	7	10	29	20	49	14	16	30	13	18	31	28	29	57	20	13	33	15	14	14	16	17	17
2:00 PM	29	16	45	16	15	31	21	33	54	28	23	51	28	20	48	43	27	70	16	22	38	22	24	24	21	26	22
3:00 PM	33	41	74	37	26	63	41	40	81	34	32	66	43	38	81	25	38	63	16	11	27	37	33	38	35	33	32
4:00 PM	120	41	161	98	39	137	89	31	120	97	51	148	42	31	73	18	30	48	20	15	35	95	40	89	39	69	34
5:00 PM	66	49	115	64	37	101	63	34	97	58	33	91	39	44	83	15	21	36	15	10	25	62	35	58	39	46	33
6:00 PM	27	63	90	29	68	97	30	79	109	35	36	71	24	20	44	11	19	30	15	12	27	31	61	29	53	24	42
7:00 PM	10	33	43	16	33	49	21	19	40	23	53	76	16	13	29	15	8	23	10	2	12	20	35	17	30	16	23
8:00 PM	10	1	11	16	8	24	20	6	26	11	3	14	13	6	19	9	7	16	2	7	9	16	6	14	5	12	5
9:00 PM	12	3	15	9	4	13	4	1	5	9	6	15	11	5	16	8	5	13	6	4	10	7	4	9	4	8	4
10:00 PM	1	0	1	2	1	3	8	2	10	5	1	6	4	3	7	11	5	16	8	1	9	5	1	4	1	6	2
11:00 PM	1	0	1	0	2	2	3	0	3	3	2	5	4	2	6	7	3	10	0	1	1	2	1	2	1	3	1
6:00 AM - 9:00 AM	**36**	**75**	**111**	**43**	**81**	**124**	**42**	**94**	**136**	**32**	**88**	**120**	**39**	**82**	**121**	**34**	**34**	**68**	**8**	**15**	**23**	**39**	**88**	**38**	**84**	**33**	**67**
3:00 PM - 6:00 PM	**219**	**131**	**350**	**199**	**102**	**301**	**193**	**105**	**298**	**189**	**116**	**305**	**124**	**113**	**237**	**58**	**89**	**147**	**51**	**36**	**87**	**194**	**108**	**185**	**113**	**148**	**99**
6:00 AM - 7:00 PM	**368**	**362**	**730**	**329**	**327**	**656**	**370**	**392**	**762**	**342**	**336**	**678**	**299**	**317**	**616**	**354**	**371**	**725**	**151**	**152**	**303**	**347**	**352**	**342**	**347**	**316**	**322**
12:00 AM - 12:00 AM	**406**	**405**	**811**	**375**	**384**	**759**	**429**	**423**	**852**	**394**	**410**	**804**	**351**	**350**	**701**	**410**	**403**	**813**	**180**	**168**	**348**	**399**	**406**	**391**	**394**	**364**	**363**
Percent	***50.1%***	***49.9%***	***100.0%***	***49.4%***	***50.6%***	***100.0%***	***50.4%***	***49.6%***	***100.0%***	***49.0%***	***51.0%***	***100.0%***	***50.1%***	***49.9%***	***100.0%***	***50.4%***	***49.6%***	***100.0%***	***51.7%***	***48.3%***	***100.0%***	***49.6%***	***50.4%***	***49.8%***	***50.2%***	***50.0%***	***50.0%***
AM Peak	8:00 AM	9:00 AM		8:00 AM	9:00 AM		8:00 AM	9:00 AM		8:00 AM	9:00 AM		8:00 AM	9:00 AM		9:00 AM	10:00 AM		9:00 AM	10:00 AM							
PM Peak	4:00 PM	5:00 PM		4:00 PM	5:00 PM		4:00 PM	5:00 PM		4:00 PM	5:00 PM		5:00 PM	6:00 PM		12:00 PM	1:00 PM		2:00 PM	3:00 PM							





Vehicle Speed Report - Hourly

Site Description: Singletree Way E.O Camden Ave
Site Number: 3
Start Date: 3/20/2024
End Date: 3/26/2024

Total Study Speed Summary		
	Northbound	**Southbound**
Average Speed	22.5 mph	22.3 mph
50th Percentile	22.1 mph	22.4 mph
85th Percentile	30.4 mph	30.7 mph
95th Percentile	34.8 mph	34.6 mph

Speed Range (MPH) - Total Study																					
	Total	**0-10**	**10-15**	**15-20**	**20-25**	**25-30**	**30-35**	**35-40**	**40-45**	**45-50**	**50-55**	**55-60**	**60-65**	**65-70**	**70-75**	**75-80**	**80-85**	**85-90**	**90-95**	**95-100**	**100+**
Northbound	2545	79	333	598	569	542	302	86	31	2	2	0	1	0	0	0	0	0	0	0	0
Percent	*100.0%*	*3.1%*	*13.1%*	*23.5%*	*22.4%*	*21.3%*	*11.9%*	*3.4%*	*1.2%*	*0.1%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Southbound	2543	127	396	501	526	526	354	91	18	2	2	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*5.0%*	*15.6%*	*19.7%*	*20.7%*	*20.7%*	*13.9%*	*3.6%*	*0.7%*	*0.1%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	5088	206	729	1099	1095	1068	656	177	49	4	4	0	1	0	0	0	0	0	0	0	0
Percent	*100.0%*	*4.0%*	*14.3%*	*21.6%*	*21.5%*	*21.0%*	*12.9%*	*3.5%*	*1.0%*	*0.1%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: Singletree Way E.O Camden Ave
Site Number: 3
Start Date: 3/20/2024
End Date: 3/26/2024

Vehicle Speed Report (Northbound - 03/25/2024)

Monday	Northbound																				
3/25/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	6	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	28	0	0	4	6	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	9	0	1	2	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	14	1	1	0	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	8	0	0	3	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	15	0	2	0	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	11	0	2	0	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	29	0	4	11	6	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	33	1	4	1	6	12	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	120	6	39	52	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	66	8	16	22	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	27	0	7	9	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	10	0	1	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	10	0	0	3	0	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	12	0	0	1	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**36**	**0**	**0**	**7**	**6**	**15**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**219**	**15**	**59**	**75**	**40**	**19**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**368**	**16**	**76**	**107**	**78**	**57**	**26**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**406**	**16**	**77**	**117**	**87**	**68**	**29**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***3.9%***	***19.0%***	***28.8%***	***21.4%***	***16.7%***	***7.1%***	***2.2%***	***0.7%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**19.5 mph**																				
85th Percentile	**28.5 mph**																				
95th Percentile	**33.1 mph**																				

Site Description: Singletree Way E.O Camden Ave
Site Number: 3
Start Date: 3/20/2024
End Date: 3/26/2024

Vehicle Speed Report (Southbound - 03/25/2024)

Monday	Southbound																				
3/25/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	5	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	9	0	0	2	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	31	0	0	0	9	8	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	35	1	1	4	9	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	16	0	1	3	4	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	16	0	3	2	4	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	17	1	3	3	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	11	0	1	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	17	1	2	1	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	16	0	2	4	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	41	4	3	3	14	10	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	41	8	16	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	49	3	22	15	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	63	2	9	36	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	33	3	14	6	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	3	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	75	1	1	6	21	24	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	131	15	41	28	26	13	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	362	20	63	87	79	63	38	9	3	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	405	23	77	95	86	68	43	9	3	1	0	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*5.7%*	*19.0%*	*23.5%*	*21.2%*	*16.8%*	*10.6%*	*2.2%*	*0.7%*	*0.2%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
50th Percentile	20.2 mph																				
85th Percentile	29.5 mph																				
95th Percentile	33.5 mph																				

Site Description: Singletree Way E.O Camden Ave
Site Number: 3
Start Date: 3/20/2024
End Date: 3/26/2024

Vehicle Speed Report (Northbound - 03/26/2024)

Tuesday	Northbound																				
3/26/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	36	1	2	2	5	8	11	2	3	0	2	0	0	0	0	0	0	0	0	0	0
9:00 AM	6	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	9	0	0	0	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	12	0	0	1	1	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12	0	0	2	1	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	16	1	1	0	3	6	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0
3:00 PM	37	0	1	0	12	11	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	98	5	21	53	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	64	2	13	28	14	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	29	1	6	9	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	16	0	1	4	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	16	0	0	0	5	5	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	9	0	0	0	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**43**	**1**	**2**	**2**	**7**	**10**	**14**	**2**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**199**	**7**	**35**	**81**	**45**	**15**	**9**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**329**	**10**	**44**	**95**	**70**	**50**	**36**	**13**	**7**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**375**	**10**	**45**	**99**	**84**	**66**	**42**	**17**	**8**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***2.7%***	***12.0%***	***26.4%***	***22.4%***	***17.6%***	***11.2%***	***4.5%***	***2.1%***	***0.3%***	***0.5%***	***0.0%***	***0.3%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**21.7 mph**																				
85th Percentile	**31.3 mph**																				
95th Percentile	**37.1 mph**																				

Site Description: Singletree Way E.O Camden Ave
Site Number: 3
Start Date: 3/20/2024
End Date: 3/26/2024

Vehicle Speed Report (Southbound - 03/26/2024)

Tuesday	Southbound																				
3/26/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	5	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	8	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	35	0	0	0	6	11	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	38	0	2	3	7	10	10	3	2	0	1	0	0	0	0	0	0	0	0	0	0
9:00 AM	18	0	0	1	0	4	2	6	5	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	13	0	0	0	1	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	11	0	0	0	2	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12	1	1	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	7	1	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	15	0	0	4	1	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	26	3	3	0	7	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	39	4	15	11	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	37	0	7	13	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	68	5	12	33	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	33	3	8	13	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	8	0	2	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**81**	**0**	**2**	**5**	**17**	**23**	**24**	**6**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**102**	**7**	**25**	**24**	**27**	**12**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**327**	**14**	**40**	**72**	**66**	**58**	**44**	**24**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**384**	**17**	**52**	**89**	**76**	**70**	**47**	**24**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***4.4%***	***13.5%***	***23.2%***	***19.8%***	***18.2%***	***12.2%***	***6.3%***	***2.1%***	***0.0%***	***0.3%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**21.7 mph**																				
85th Percentile	**32.0 mph**																				
95th Percentile	**37.3 mph**																				

Site Description: Singletree Way E.O Camden Ave
Site Number: 3
Start Date: 3/20/2024
End Date: 3/26/2024

Vehicle Speed Report (Northbound - 03/20/2024)

Wednesday	Northbound																				
3/20/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	37	0	1	0	6	11	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	11	1	0	2	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	15	0	1	5	2	3	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	15	0	0	1	4	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	14	0	0	2	2	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	29	1	1	0	4	12	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	21	0	2	1	5	8	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	41	0	2	5	12	10	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	89	3	24	25	25	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	63	5	19	21	13	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	30	2	2	12	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	21	0	1	4	4	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	20	0	0	2	3	6	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	4	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	8	0	0	0	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**42**	**0**	**1**	**1**	**9**	**12**	**12**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**193**	**8**	**45**	**51**	**50**	**19**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**370**	**12**	**52**	**75**	**84**	**68**	**58**	**16**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**429**	**13**	**53**	**82**	**96**	**85**	**73**	**21**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***3.0%***	***12.4%***	***19.1%***	***22.4%***	***19.8%***	***17.0%***	***4.9%***	***1.2%***	***0.2%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**23.4 mph**																				
85th Percentile	**32.2 mph**																				
95th Percentile	**36.5 mph**																				

Site Description: Singletree Way E.O Camden Ave
Site Number: 3
Start Date: 3/20/2024
End Date: 3/26/2024

Vehicle Speed Report (Southbound - 03/20/2024)

Wednesday	Southbound																				
3/20/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	8	0	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	41	0	0	1	6	14	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	45	1	1	1	7	19	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	18	0	2	3	0	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	9	0	0	0	2	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	14	0	0	1	2	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	20	1	0	3	3	5	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	20	2	1	0	1	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	33	1	2	8	3	9	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	40	1	3	5	9	13	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	31	0	11	6	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	34	3	10	7	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	79	7	32	26	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	19	1	4	6	1	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	6	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**94**	**1**	**1**	**3**	**15**	**34**	**36**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**105**	**4**	**24**	**18**	**30**	**19**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**392**	**16**	**62**	**62**	**70**	**88**	**76**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**423**	**17**	**66**	**69**	**71**	**99**	**82**	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***4.0%***	***15.6%***	***16.3%***	***16.8%***	***23.4%***	***19.4%***	***4.0%***	***0.2%***	***0.2%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**24.2 mph**																				
85th Percentile	**31.8 mph**																				
95th Percentile	**34.3 mph**																				

Site Description: Singletree Way E.O Camden Ave
Site Number: 3
Start Date: 3/20/2024
End Date: 3/26/2024

Vehicle Speed Report (Northbound - 03/21/2024)

Thursday	Northbound																				
3/21/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	10	0	1	2	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	20	0	0	2	0	8	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	7	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	6	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	13	0	1	0	2	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	18	0	0	1	3	6	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	14	1	1	2	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	28	3	0	1	8	9	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	34	2	7	2	3	14	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	97	7	32	38	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	58	1	14	18	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	35	3	11	11	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	23	0	2	6	6	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	11	0	0	2	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	9	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	5	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**32**	**0**	**1**	**5**	**2**	**9**	**9**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**189**	**10**	**53**	**58**	**37**	**23**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**342**	**17**	**68**	**80**	**62**	**65**	**33**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**394**	**18**	**70**	**88**	**73**	**83**	**44**	**15**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***4.6%***	***17.8%***	***22.3%***	***18.5%***	***21.1%***	***11.2%***	***3.8%***	***0.8%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**21.3 mph**																				
85th Percentile	**30.2 mph**																				
95th Percentile	**34.9 mph**																				

Site Description: Singletree Way E.O Camden Ave
Site Number: 3
Start Date: 3/20/2024
End Date: 3/26/2024

Vehicle Speed Report (Southbound - 03/21/2024)

Thursday	Southbound																				
3/21/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	6	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	9	0	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	40	0	0	1	4	13	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	39	0	1	3	8	14	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	13	0	0	2	0	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	15	0	1	0	2	4	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	12	0	0	0	1	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	17	1	0	3	3	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	16	1	1	1	6	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	23	1	2	2	2	7	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	32	5	3	3	4	8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	51	11	20	7	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	33	1	6	13	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	36	4	14	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	53	3	24	18	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	6	0	1	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**88**	**0**	**1**	**5**	**14**	**32**	**28**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**116**	**17**	**29**	**23**	**24**	**13**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**336**	**24**	**48**	**49**	**56**	**73**	**67**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**410**	**27**	**73**	**67**	**70**	**79**	**72**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***6.6%***	***17.8%***	***16.3%***	***17.1%***	***19.3%***	***17.6%***	***5.1%***	***0.2%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**22.8 mph**																				
85th Percentile	**31.4 mph**																				
95th Percentile	**35.6 mph**																				

Site Description: Singletree Way E.O Camden Ave
Site Number: 3
Start Date: 3/20/2024
End Date: 3/26/2024

Vehicle Speed Report (Northbound - 03/22/2024)

Friday	Northbound																				
3/22/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	9	0	1	1	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	27	0	1	0	2	10	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	16	0	1	1	1	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	8	0	0	1	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	23	1	1	1	2	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	24	2	0	0	6	11	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	13	0	0	0	2	4	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	28	0	0	4	9	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	43	1	3	10	5	13	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	42	1	3	16	13	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	39	2	2	10	12	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	24	0	0	1	8	7	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	16	0	0	1	1	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	13	0	0	1	4	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	11	0	0	0	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**39**	**0**	**2**	**1**	**6**	**12**	**13**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**124**	**4**	**8**	**36**	**30**	**32**	**11**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**299**	**7**	**12**	**45**	**67**	**92**	**58**	**11**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**351**	**7**	**13**	**48**	**80**	**113**	**70**	**13**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***2.0%***	***3.7%***	***13.7%***	***22.8%***	***32.2%***	***19.9%***	***3.7%***	***2.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**26.2 mph**																				
85th Percentile	**32.2 mph**																				
95th Percentile	**35.7 mph**																				

Site Description: Singletree Way E.O Camden Ave
Site Number: 3
Start Date: 3/20/2024
End Date: 3/26/2024

Vehicle Speed Report (Southbound - 03/22/2024)

Friday	Southbound																				
3/22/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	4	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	9	0	0	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	32	0	0	0	3	16	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	41	0	2	2	9	16	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	19	0	0	1	4	6	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	16	0	1	1	2	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	9	0	1	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	20	0	1	3	1	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	18	1	0	2	3	4	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	20	0	2	2	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	38	1	9	9	4	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	31	3	7	5	9	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	44	1	10	12	12	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	20	0	2	3	8	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	13	0	0	1	1	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	6	0	1	0	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	5	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**82**	**0**	**2**	**4**	**16**	**34**	**23**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**113**	**5**	**26**	**26**	**25**	**18**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**317**	**6**	**35**	**42**	**70**	**94**	**57**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**350**	**6**	**36**	**44**	**79**	**105**	**66**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***1.7%***	***10.3%***	***12.6%***	***22.6%***	***30.0%***	***18.9%***	***3.1%***	***0.9%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**25.6 mph**																				
85th Percentile	**31.7 mph**																				
95th Percentile	**34.7 mph**																				

Site Description: Singletree Way E.O Camden Ave
Site Number: 3
Start Date: 3/20/2024
End Date: 3/26/2024

Vehicle Speed Report (Northbound - 03/23/2024)

Saturday	Northbound																				
3/23/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	30	3	1	6	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	73	4	19	35	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	28	0	5	13	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	40	0	10	9	11	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	39	2	11	17	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	28	2	5	10	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	43	0	8	18	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	25	0	2	12	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	18	1	0	4	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	15	0	2	4	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	11	0	0	2	2	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	15	0	1	3	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	9	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	8	0	1	2	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	11	0	0	1	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	7	0	1	1	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**34**	**3**	**1**	**6**	**13**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**58**	**1**	**4**	**20**	**13**	**14**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**354**	**12**	**63**	**130**	**77**	**57**	**11**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**410**	**13**	**66**	**139**	**90**	**75**	**20**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***3.2%***	***16.1%***	***33.9%***	***22.0%***	***18.3%***	***4.9%***	***1.2%***	***0.5%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**19.4 mph**																				
85th Percentile	**27.6 mph**																				
95th Percentile	**31.2 mph**																				

Site Description: Singletree Way E.O Camden Ave
Site Number: 3
Start Date: 3/20/2024
End Date: 3/26/2024

Vehicle Speed Report (Southbound - 03/23/2024)

Saturday	Southbound																				
3/23/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	8	0	1	1	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	4	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	22	2	5	5	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	49	9	23	11	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	54	1	9	24	11	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	26	1	2	8	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	44	7	15	10	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	29	2	4	7	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	27	3	5	8	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	38	3	9	11	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	30	0	1	12	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	21	2	4	5	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	19	1	2	1	7	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	8	0	0	1	2	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	7	1	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	5	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	5	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**34**	**2**	**6**	**6**	**5**	**9**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**89**	**5**	**14**	**28**	**28**	**10**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**371**	**31**	**80**	**103**	**90**	**45**	**17**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**403**	**33**	**80**	**111**	**98**	**51**	**23**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***8.2%***	***19.9%***	***27.5%***	***24.3%***	***12.7%***	***5.7%***	***1.2%***	***0.5%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**19.0 mph**																				
85th Percentile	**25.8 mph**																				
95th Percentile	**30.9 mph**																				

Site Description: Singletree Way E.O Camden Ave
Site Number: 3
Start Date: 3/20/2024
End Date: 3/26/2024

Vehicle Speed Report (Northbound - 03/24/2024)

Sunday	Northbound																				
3/24/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	7	0	0	2	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	12	0	2	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	6	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	15	0	1	2	4	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	8	0	0	1	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	20	0	2	3	7	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	16	0	0	3	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	16	0	2	1	5	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	20	0	0	3	7	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	15	1	1	2	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	15	0	1	1	5	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	10	1	0	2	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	6	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	8	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**8**	**0**	**0**	**2**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**51**	**1**	**3**	**6**	**17**	**15**	**6**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**151**	**1**	**9**	**21**	**53**	**39**	**21**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**180**	**2**	**9**	**25**	**59**	**52**	**24**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***1.1%***	***5.0%***	***13.9%***	***32.8%***	***28.9%***	***13.3%***	***3.3%***	***1.7%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**24.3 mph**																				
85th Percentile	**30.4 mph**																				
95th Percentile	**35.1 mph**																				

Site Description: Singletree Way E.O Camden Ave
Site Number: 3
Start Date: 3/20/2024
End Date: 3/26/2024

Vehicle Speed Report (Southbound - 03/24/2024)

Sunday	Southbound																				
3/24/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	7	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	8	2	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	19	1	1	2	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10	0	1	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	16	0	1	3	3	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	9	0	1	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	13	0	1	2	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	22	1	2	6	6	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	11	0	1	1	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	15	0	1	0	3	4	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	10	0	1	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	12	0	0	3	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	7	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	4	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**15**	**2**	**1**	**2**	**3**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**36**	**0**	**3**	**5**	**9**	**8**	**9**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**152**	**4**	**11**	**23**	**41**	**49**	**19**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**168**	**4**	**12**	**26**	**46**	**54**	**21**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***2.4%***	***7.1%***	***15.5%***	***27.4%***	***32.1%***	***12.5%***	***2.4%***	***0.0%***	***0.0%***	***0.6%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**24.7 mph**																				
85th Percentile	**30.2 mph**																				
95th Percentile	**33.8 mph**																				

Appendix B
Volume Spreadsheets

Intersection Number: 1
Traffix Node Number: 3315
Intersection Name: Camden Avenue & Blossom Hill Road
Peak Hour: **AM** Date of Analysis: 10/29/24
Count Date: 03/20/24
Scenario: 108 Townhomes

SJ Growth Factor (% Per Year): 0.00
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	183	473	117	238	577	109	105	903	514	232	172	101	3724
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	183	473	117	238	577	109	105	903	514	232	172	101	3724
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	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	183	473	117	238	577	109	105	903	514	232	172	101	3724
Bkgrd check	183	473	117	238	577	109	105	903	514	232	172	101	
Project Trips													
Project Trips	0	6	0	0	0	2	4	13	8	4	0	0	37
Trip Credits 1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Trip Credits 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	6	0	0	0	2	4	13	8	4	0	0	37
Background + Project Conditions	183	479	117	238	577	111	109	916	522	236	172	101	3761
Bkgrd+Proj check	183	479	117	238	577	111	109	916	522	236	172	101	

Intersection Number: 2
Traffix Node Number: 4000
Intersection Name: Camden Avenue & Singletree Way (unsignalilzed)
Peak Hour: **AM** Date of Analysis: 10/29/24
Count Date: 03/20/24
Scenario: 108 Townhomes

SJ Growth Factor (% Per Year): 0.00
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	751	18	35	0	17	30	1481	0	0	0	0	2332
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	0	751	18	35	0	17	30	1481	0	0	0	0	2332
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	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	751	18	35	0	17	30	1481	0	0	0	0	2332
Bkgrd check	0	751	18	35	0	17	30	1481	0	0	0	0	
Project Trips													
Project Trips	0	0	11	10	0	3	1	1	0	0	0	0	26
Trip Credits 1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Trip Credits 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	11	10	0	3	1	1	0	0	0	0	26
Background + Project Conditions	0	751	29	45	0	20	31	1482	0	0	0	0	2358
Bkgrd+Proj check	0	751	29	45	0	20	31	1482	0	0	0	0	

Intersection Number: 3
Traffix Node Number: 5000
Intersection Name: Park Crest Drive & Blossom Hill Road (unsignalized)
Peak Hour: **AM** Date of Analysis: 10/29/24
Count Date: 10/08/24
Scenario: 108 Townhomes

SJ Growth Factor (% Per Year): 0.00
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	0	0	0	1027	62	57	0	11	13	351	0	1521
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	0	0	0	0	1027	62	57	0	11	13	351	0	1521
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	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	0	0	0	1027	62	57	0	11	13	351	0	1521
Bkgrd check	0	0	0	0	1027	62	57	0	11	13	351	0	
Project Trips													
Project Trips	0	0	0	0	2	2	4	0	0	0	4	0	12
Trip Credits 1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Trip Credits 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	2	2	4	0	0	0	4	0	12
Background + Project Conditions	0	0	0	0	1029	64	61	0	11	13	355	0	1533
Bkgrd+Proj check	0	0	0	0	1029	64	61	0	11	13	355	0	

Intersection Number: 1
Traffix Node Number: 3315
Intersection Name: Camden Avenue & Blossom Hill Road
Peak Hour: **PM** Date of Analysis: 10/29/24
Count Date: 03/20/24
Scenario: 108 Townhomes

SJ Growth Factor (% Per Year): 0.00
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	129	762	148	100	246	62	62	489	197	609	629	209	3642
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	129	762	148	100	246	62	62	489	197	609	629	209	3642
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	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	129	762	148	100	246	62	62	489	197	609	629	209	3642
Bkgrd check	129	762	148	100	246	62	62	489	197	609	629	209	
Project Trips													
Project Trips	0	13	0	0	0	4	3	10	6	8	0	0	44
Trip Credits 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Credits 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	13	0	0	0	4	3	10	6	8	0	0	44
Background + Project Conditions	129	775	148	100	246	66	65	499	203	617	629	209	3686
Bkgrd+Proj check	129	775	148	100	246	66	65	499	203	617	629	209	

Intersection Number: 2
Traffix Node Number: 4000
Intersection Name: Camden Avenue & Singletree Way (unsignalilzed)
Peak Hour: **PM** Date of Analysis: 10/29/24
Count Date: 03/20/24
Scenario: 108 Townhomes

SJ Growth Factor (% Per Year): 0.00
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	1336	87	28	0	9	20	698	0	0	0	0	2178
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	0	1336	87	28	0	9	20	698	0	0	0	0	2178
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	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	1336	87	28	0	9	20	698	0	0	0	0	2178
Bkgrd check	0	1336	87	28	0	9	20	698	0	0	0	0	
Project Trips													
Project Trips	0	0	25	7	0	2	2	1	0	0	0	0	37
Trip Credits 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Credits 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	25	7	0	2	2	1	0	0	0	0	37
Background + Project Conditions	0	1336	112	35	0	11	22	699	0	0	0	0	2215
Bkgrd+Proj check	0	1336	112	35	0	11	22	699	0	0	0	0	

Intersection Number: 3
Traffix Node Number: 5000
Intersection Name: Park Crest Drive & Blossom Hill Road (unsignalized)
Peak Hour: **PM** Date of Analysis: 10/29/24
Count Date: 10/08/24
Scenario: 108 Townhomes

SJ Growth Factor (% Per Year): 0.00
Number of Years: 0.00

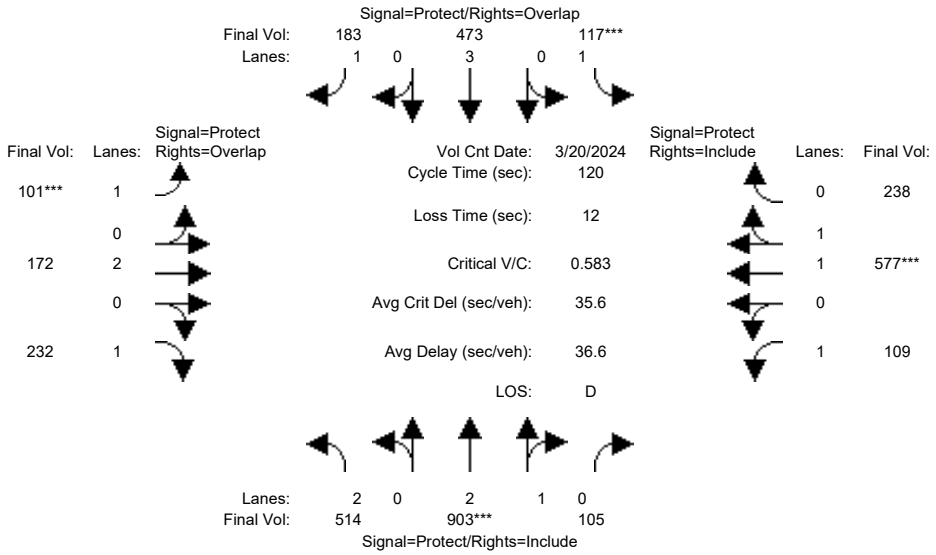
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	0	0	0	383	24	16	0	8	19	906	0	1356
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	0	0	0	0	383	24	16	0	8	19	906	0	1356
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	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	0	0	0	383	24	16	0	8	19	906	0	1356
Bkgrd check	0	0	0	0	383	24	16	0	8	19	906	0	
Project Trips													
Project Trips	0	0	0	0	4	4	3	0	0	0	3	0	14
Trip Credits 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Credits 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	4	4	3	0	0	0	3	0	14
Background + Project Conditions	0	0	0	0	387	28	19	0	8	19	909	0	1370
Bkgrd+Proj check	0	0	0	0	387	28	19	0	8	19	909	0	

Appendix C
Intersection Level of Service Calculations

5670 Camden Avenue Residential
108 Townhomes
San Jose, CA

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

Intersection #3315: BLOSSOM HILL/CAMDEN



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: 20 Mar 2024 << 7:45-8:45												
Base Vol:	514	903	105	117	473	183	101	172	232	109	577	238
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:	514	903	105	117	473	183	101	172	232	109	577	238
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:	514	903	105	117	473	183	101	172	232	109	577	238
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:	514	903	105	117	473	183	101	172	232	109	577	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	514	903	105	117	473	183	101	172	232	109	577	238
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:	514	903	105	117	473	183	101	172	232	109	577	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	2.68	0.32	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.40	0.60
Final Sat.:	3150	5016	583	1750	5700	1750	1750	3800	1750	1750	2619	1080
Capacity Analysis Module:												
Vol/Sat:	0.16	0.18	0.18	0.07	0.08	0.10	0.06	0.05	0.13	0.06	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	33.6	37.0	37.0	13.8	17.2	29.0	11.9	32.7	66.4	24.5	45.3	45.3
Volume/Cap:	0.58	0.58	0.58	0.58	0.58	0.43	0.58	0.17	0.24	0.31	0.58	0.58
Delay/Veh:	38.1	35.5	35.5	54.7	49.1	39.2	56.7	33.3	13.9	41.0	30.4	30.4
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:	38.1	35.5	35.5	54.7	49.1	39.2	56.7	33.3	13.9	41.0	30.4	30.4
LOS by Move:	D	D	D	D	D	D	E	C	B	D	C	C
HCM2k95thQ:	19	20	20	10	12	12	9	5	9	8	22	22

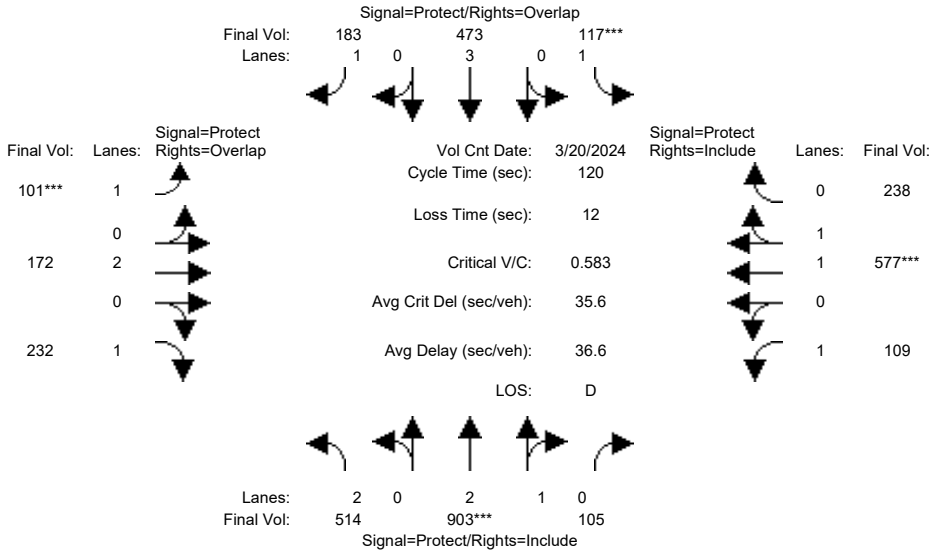
Note: Queue reported is the number of cars per lane.

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5670 Camden Avenue Residential
108 Townhomes
San Jose, CA

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

Intersection #3315: BLOSSOM HILL/CAMDEN



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: 20 Mar 2024 << 7:30-8:30												
Base Vol:	514	903	105	117	473	183	101	172	232	109	577	238
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:	514	903	105	117	473	183	101	172	232	109	577	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	514	903	105	117	473	183	101	172	232	109	577	238
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:	514	903	105	117	473	183	101	172	232	109	577	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	514	903	105	117	473	183	101	172	232	109	577	238
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:	514	903	105	117	473	183	101	172	232	109	577	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	2.68	0.32	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.40	0.60
Final Sat.:	3150	5016	583	1750	5700	1750	1750	3800	1750	1750	2619	1080
Capacity Analysis Module:												
Vol/Sat:	0.16	0.18	0.18	0.07	0.08	0.10	0.06	0.05	0.13	0.06	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	33.6	37.0	37.0	13.8	17.2	29.0	11.9	32.7	66.4	24.5	45.3	45.3
Volume/Cap:	0.58	0.58	0.58	0.58	0.58	0.43	0.58	0.17	0.24	0.31	0.58	0.58
Delay/Veh:	38.1	35.5	35.5	54.7	49.1	39.2	56.7	33.3	13.9	41.0	30.4	30.4
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:	38.1	35.5	35.5	54.7	49.1	39.2	56.7	33.3	13.9	41.0	30.4	30.4
LOS by Move:	D	D	D	D	D	D	E	C	B	D	C	C
HCM2k95thQ:	19	20	20	10	12	12	9	5	9	8	22	22

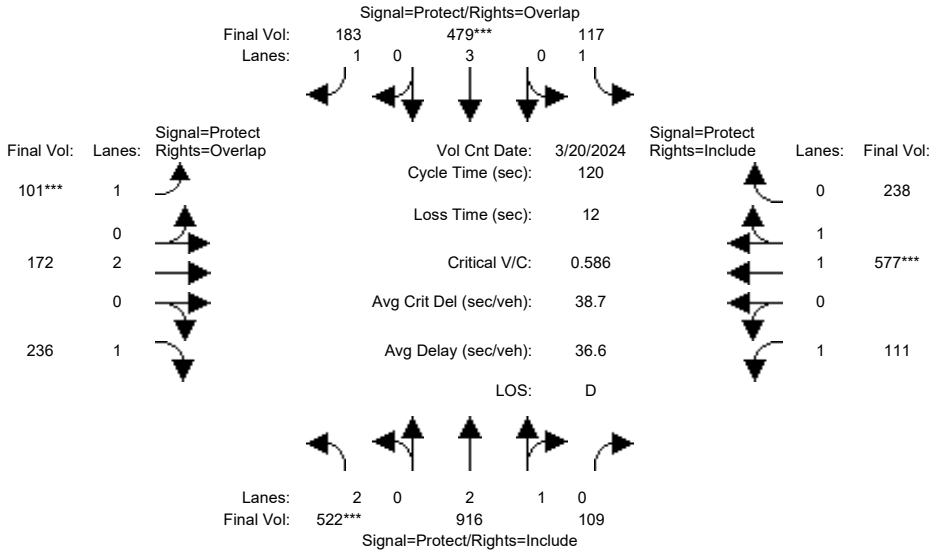
Note: Queue reported is the number of cars per lane.

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5670 Camden Avenue Residential
108 Townhomes
San Jose, CA

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

Intersection #3315: BLOSSOM HILL/CAMDEN



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: 20 Mar 2024 << 7:30-8:30												
Base Vol:	514	903	105	117	473	183	101	172	232	109	577	238
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:	514	903	105	117	473	183	101	172	232	109	577	238
Added Vol:	8	13	4	0	6	0	0	0	4	2	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	522	916	109	117	479	183	101	172	236	111	577	238
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:	522	916	109	117	479	183	101	172	236	111	577	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	522	916	109	117	479	183	101	172	236	111	577	238
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:	522	916	109	117	479	183	101	172	236	111	577	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	2.67	0.33	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.40	0.60
Final Sat.:	3150	5004	595	1750	5700	1750	1750	3800	1750	1750	2619	1080
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.18	0.07	0.08	0.10	0.06	0.05	0.13	0.06	0.22	0.22
Crit Moves:	****				****		****				****	
Green Time:	33.9	37.4	37.4	13.7	17.2	29.0	11.8	32.3	66.2	24.6	45.1	45.1
Volume/Cap:	0.59	0.59	0.59	0.59	0.59	0.43	0.59	0.17	0.24	0.31	0.59	0.59
Delay/Veh:	38.0	35.3	35.3	55.0	49.2	39.2	56.9	33.6	14.1	41.0	30.6	30.6
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:	38.0	35.3	35.3	55.0	49.2	39.2	56.9	33.6	14.1	41.0	30.6	30.6
LOS by Move:	D	D	D	D	D	D	E	C	B	D	C	C
HCM2k95thQ:	19	20	20	10	12	12	9	5	9	8	23	23

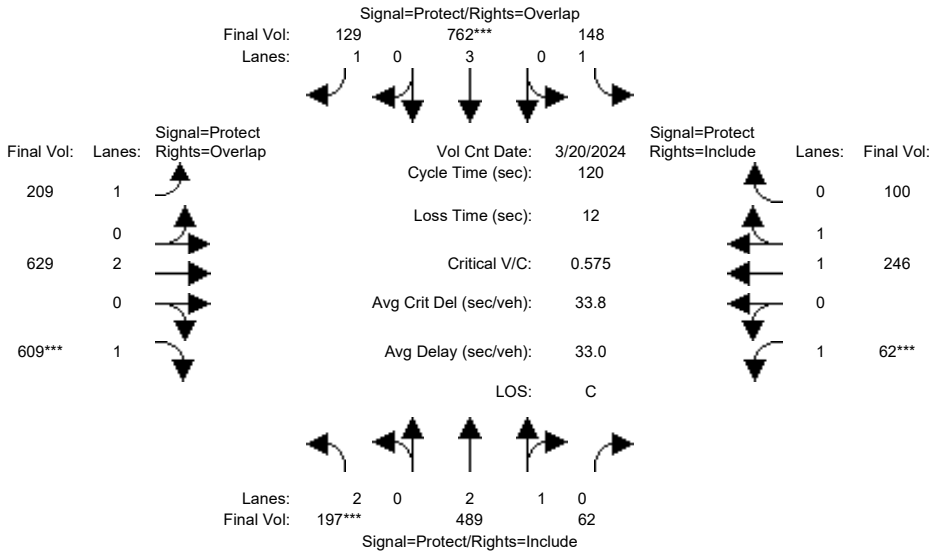
Note: Queue reported is the number of cars per lane.

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5670 Camden Avenue Residential
108 Townhomes
San Jose, CA

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

Intersection #3315: BLOSSOM HILL/CAMDEN



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: 20 Mar 2024 << 5:00-6:00												
Base Vol:	197	489	62	148	762	129	209	629	609	62	246	100
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:	197	489	62	148	762	129	209	629	609	62	246	100
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:	197	489	62	148	762	129	209	629	609	62	246	100
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:	197	489	62	148	762	129	209	629	609	62	246	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	489	62	148	762	129	209	629	609	62	246	100
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:	197	489	62	148	762	129	209	629	609	62	246	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	2.65	0.35	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.41	0.59
Final Sat.:	3150	4969	630	1750	5700	1750	1750	3800	1750	1750	2630	1069
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.08	0.13	0.07	0.12	0.17	0.35	0.04	0.09	0.09
Crit Moves:	****				****				****	****		
Green Time:	13.1	22.0	22.0	18.9	27.9	65.5	37.6	59.6	72.7	7.4	29.4	29.4
Volume/Cap:	0.57	0.54	0.54	0.54	0.57	0.14	0.38	0.33	0.57	0.57	0.38	0.38
Delay/Veh:	53.2	44.9	44.9	48.5	41.4	13.4	32.6	18.3	15.1	62.1	38.0	38.0
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:	53.2	44.9	44.9	48.5	41.4	13.4	32.6	18.3	15.1	62.1	38.0	38.0
LOS by Move:	D	D	D	D	D	B	C	B	B	E	D	D
HCM2k95thQ:	10	13	13	12	16	5	12	13	26	7	11	11

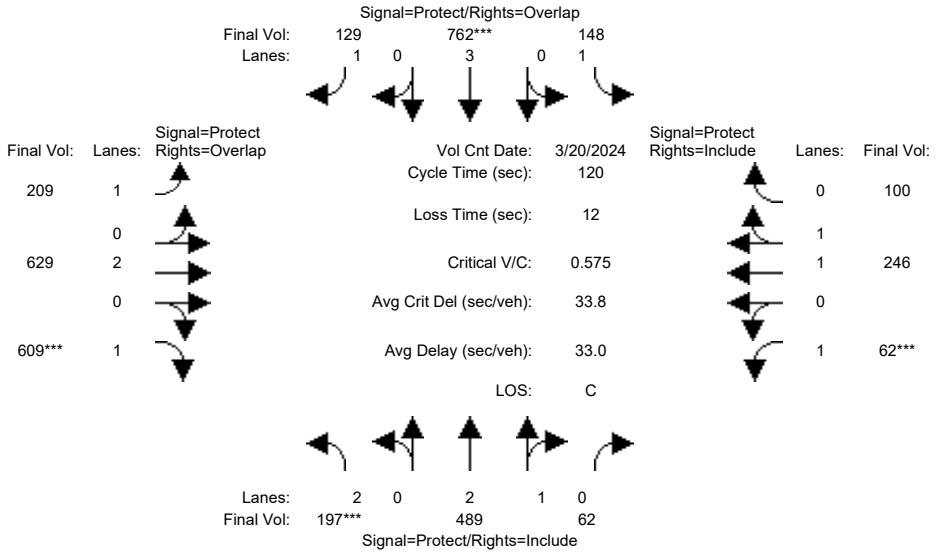
Note: Queue reported is the number of cars per lane.

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5670 Camden Avenue Residential
108 Townhomes
San Jose, CA

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

Intersection #3315: BLOSSOM HILL/CAMDEN



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: 20 Mar 2024 << 5:00-6:00												
Base Vol:	197	489	62	148	762	129	209	629	609	62	246	100
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:	197	489	62	148	762	129	209	629	609	62	246	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	489	62	148	762	129	209	629	609	62	246	100
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:	197	489	62	148	762	129	209	629	609	62	246	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	489	62	148	762	129	209	629	609	62	246	100
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:	197	489	62	148	762	129	209	629	609	62	246	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	2.65	0.35	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.41	0.59
Final Sat.:	3150	4969	630	1750	5700	1750	1750	3800	1750	1750	2630	1069
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.08	0.13	0.07	0.12	0.17	0.35	0.04	0.09	0.09
Crit Moves:	****				****				****	****		
Green Time:	13.1	22.0	22.0	18.9	27.9	65.5	37.6	59.6	72.7	7.4	29.4	29.4
Volume/Cap:	0.57	0.54	0.54	0.54	0.57	0.14	0.38	0.33	0.57	0.57	0.38	0.38
Delay/Veh:	53.2	44.9	44.9	48.5	41.4	13.4	32.6	18.3	15.1	62.1	38.0	38.0
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:	53.2	44.9	44.9	48.5	41.4	13.4	32.6	18.3	15.1	62.1	38.0	38.0
LOS by Move:	D	D	D	D	D	B	C	B	B	E	D	D
HCM2k95thQ:	10	13	13	12	16	5	12	13	26	7	11	11

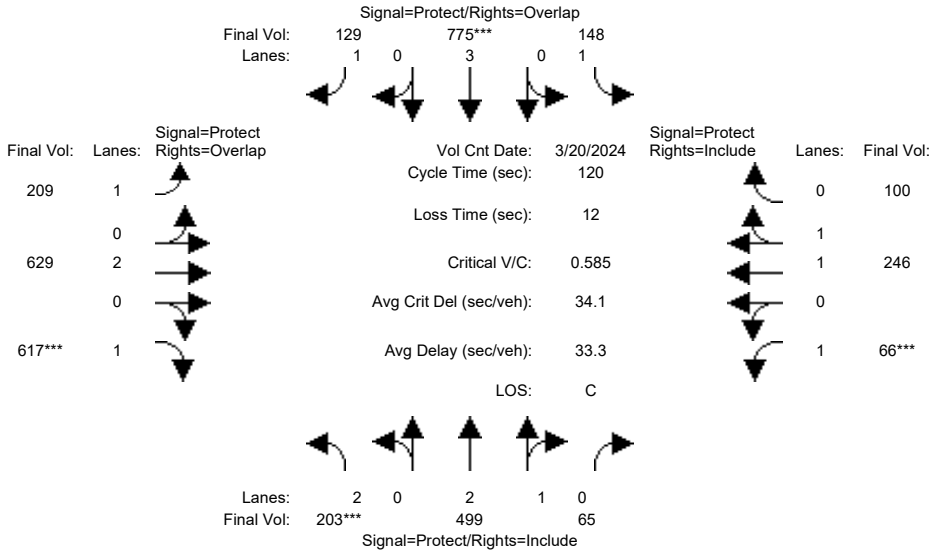
Note: Queue reported is the number of cars per lane.

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5670 Camden Avenue Residential
108 Townhomes
San Jose, CA

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

Intersection #3315: BLOSSOM HILL/CAMDEN



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: 20 Mar 2024 << 5:00-6:00												
Base Vol:	197	489	62	148	762	129	209	629	609	62	246	100
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:	197	489	62	148	762	129	209	629	609	62	246	100
Added Vol:	6	10	3	0	13	0	0	0	8	4	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	499	65	148	775	129	209	629	617	66	246	100
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:	203	499	65	148	775	129	209	629	617	66	246	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	499	65	148	775	129	209	629	617	66	246	100
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:	203	499	65	148	775	129	209	629	617	66	246	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	2.64	0.36	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.41	0.59
Final Sat.:	3150	4954	645	1750	5700	1750	1750	3800	1750	1750	2630	1069
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.08	0.14	0.07	0.12	0.17	0.35	0.04	0.09	0.09
Crit Moves:	****				****				****	****		
Green Time:	13.2	22.4	22.4	18.8	27.9	65.4	37.5	59.1	72.4	7.7	29.4	29.4
Volume/Cap:	0.58	0.54	0.54	0.54	0.58	0.14	0.38	0.34	0.58	0.58	0.38	0.38
Delay/Veh:	53.3	44.8	44.8	48.8	41.6	13.5	32.7	18.6	15.5	62.2	38.0	38.0
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:	53.3	44.8	44.8	48.8	41.6	13.5	32.7	18.6	15.5	62.2	38.0	38.0
LOS by Move:	D	D	D	D	D	B	C	B	B	E	D	D
HCM2k95thQ:	10	13	13	12	17	5	12	13	27	7	11	11

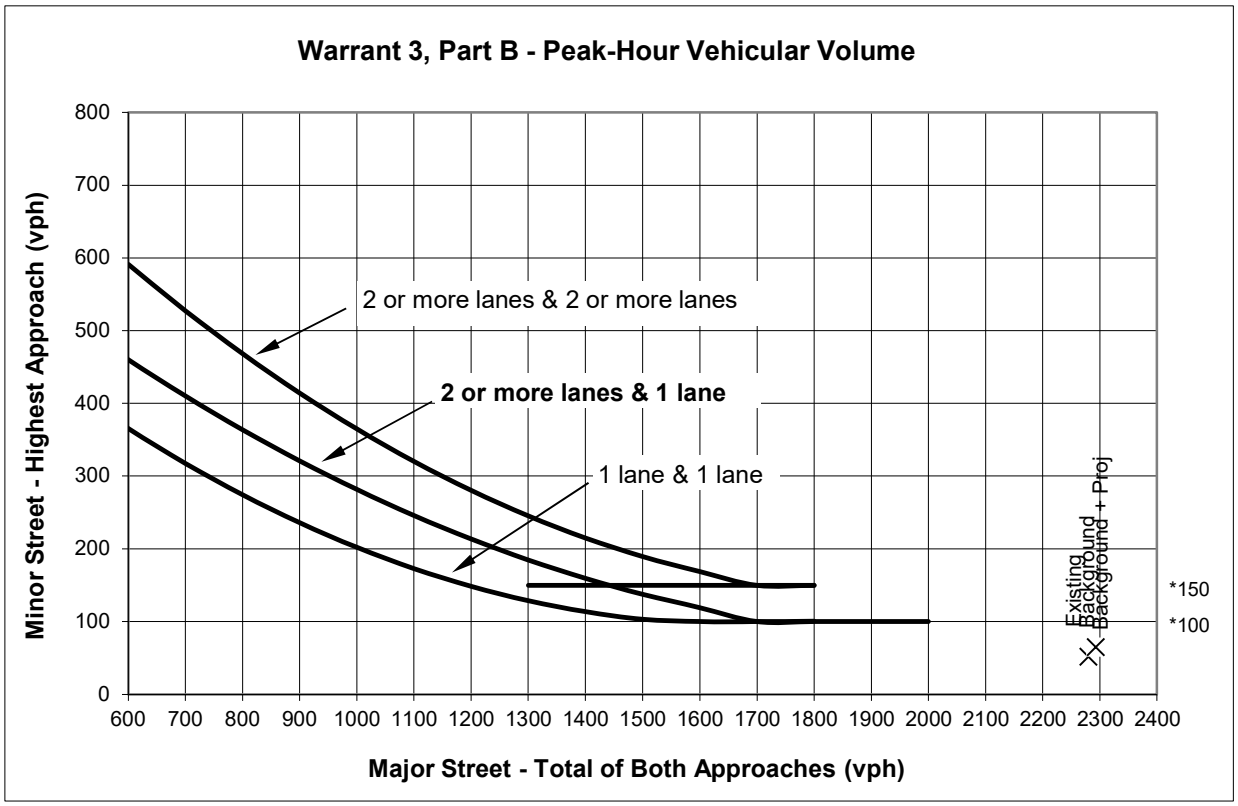
Note: Queue reported is the number of cars per lane.

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Appendix D
Signal Warrant Sheets

5670 Camden Avenue Townhomes

Camden Avenue & Singletree Way **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.

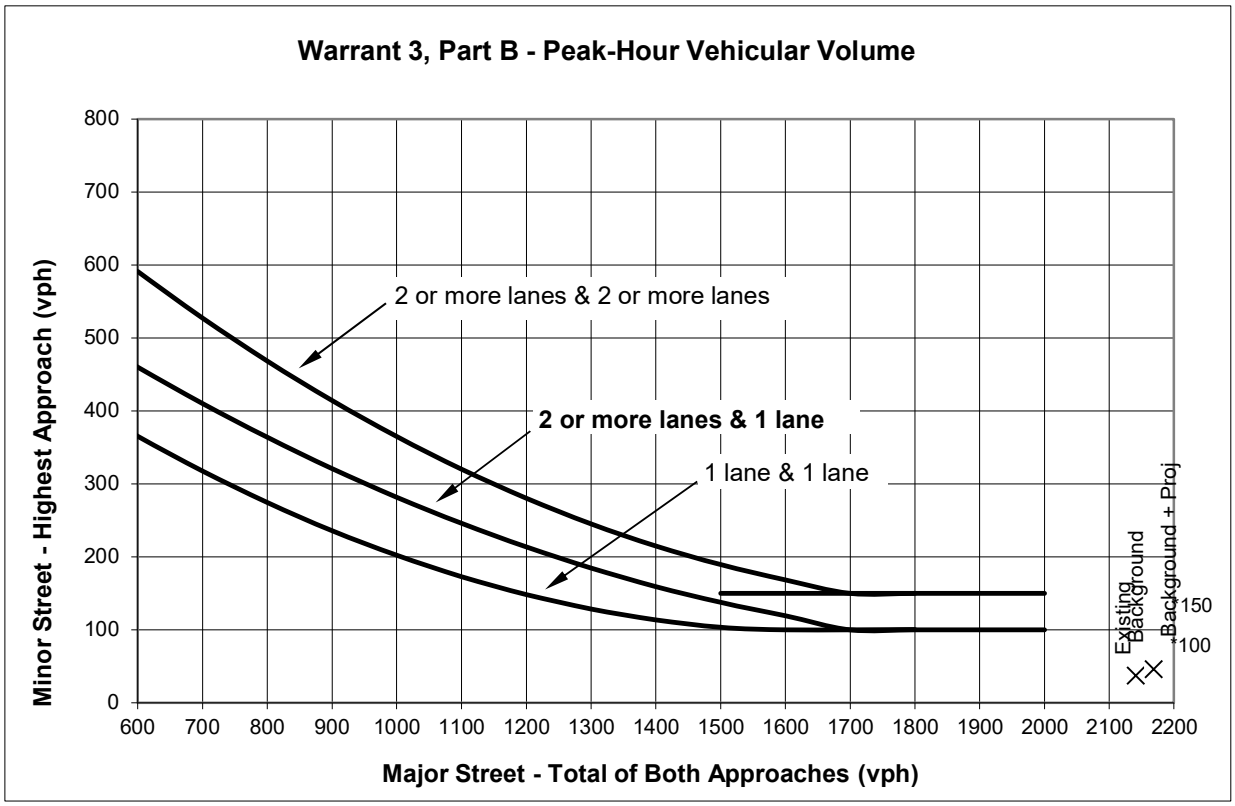
Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Camden Av		X	2280	2280	2293					
Minor Street - Highest Approach	Singletree Wy	X		52	52	65					
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.
Note 1: Right turn volumes were not removed from minor approaches.

5670 Camden Avenue Townhomes

Camden Avenue & Singletree Way **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.

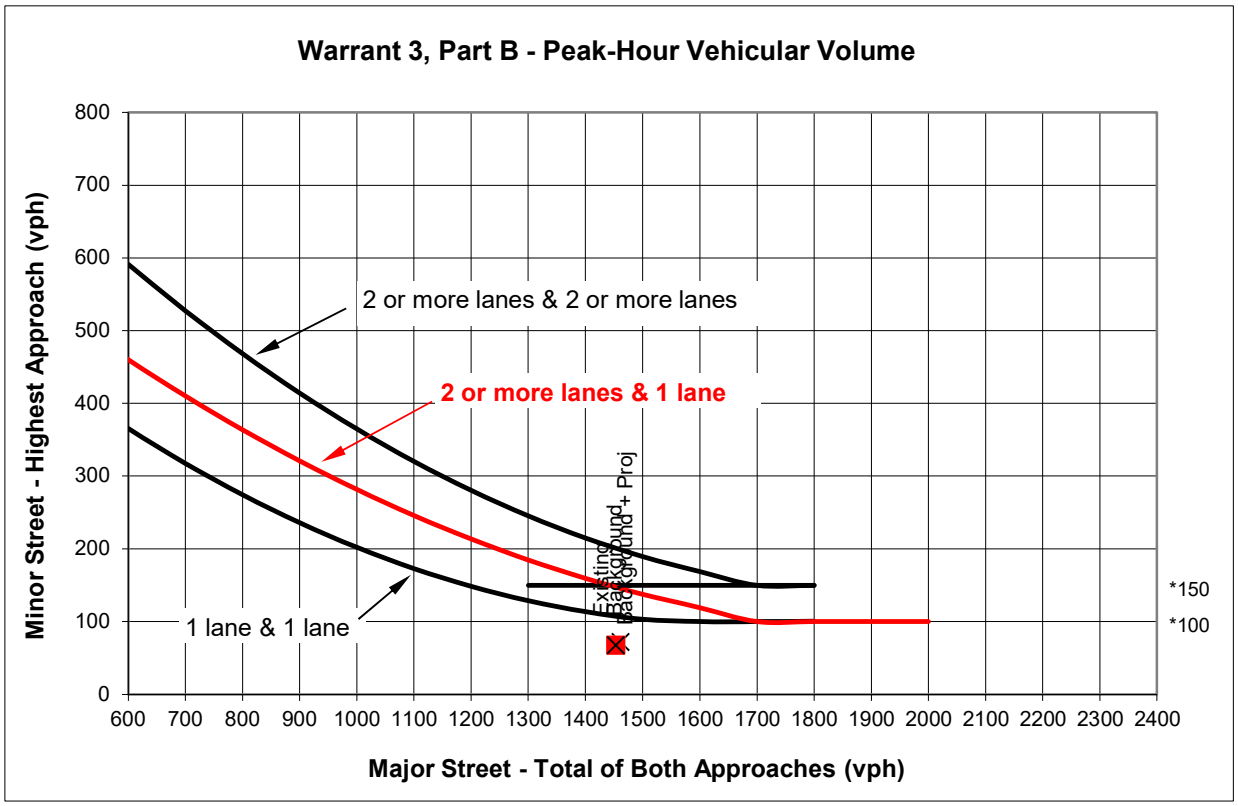
Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Camden Av		X	2141	2141	2169					
Minor Street - Highest Approach	Singletree Wy	X		37	37	46					
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.
Note 1: Right turn volumes were not removed from minor approaches.

5670 Camden Avenue Townhomes

Park Crest Drive & Blossom Hill Road **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.

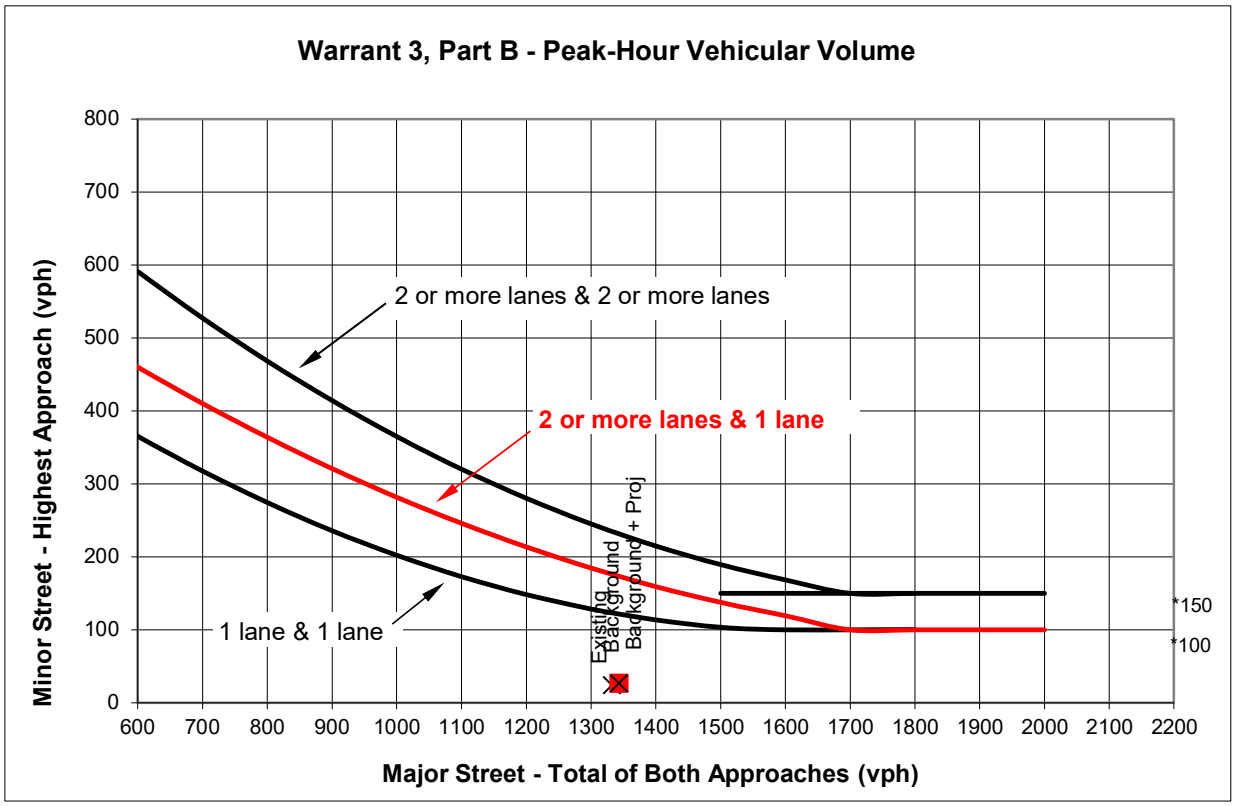
Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Blossom Hill Rd		X	1453	1453	1461					
Minor Street - Highest Approach	Park Crest Dr	X		68	68	72					
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.
Note 1: Right turn volumes were not removed from minor approaches.

5670 Camden Avenue Townhomes

Park Crest Drive & Blossom Hill Road **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)* .

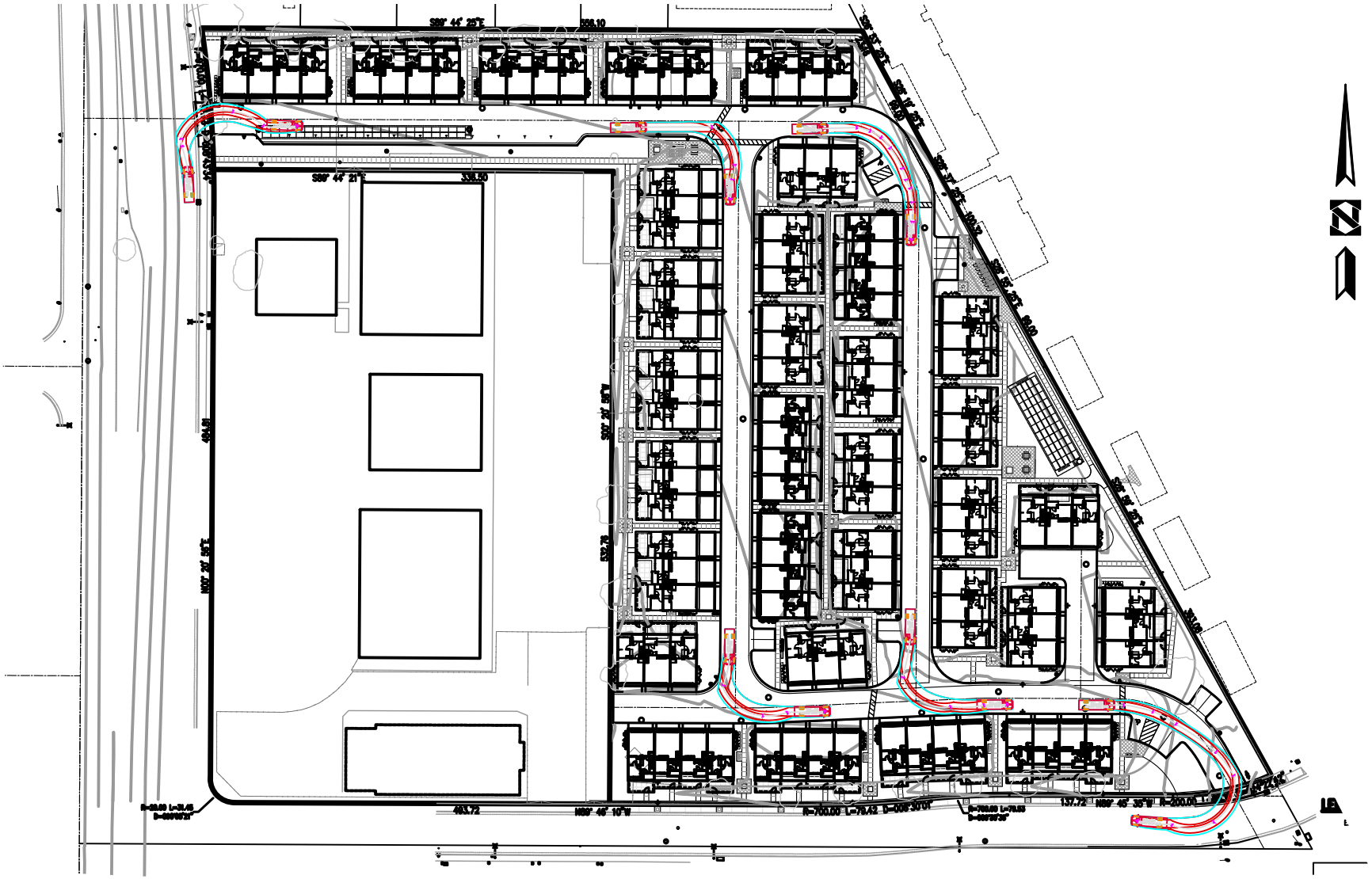
* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Blossom Hill Rd		X	1332	1332	1343					
Minor Street - Highest Approach	Park Crest Dr	X		24	24	27					
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.
Note 1: Right turn volumes were not removed from minor approaches.

Appendix E
Truck Turning Templates



GRAPHIC SCALE

128 0 64 128 256

1 INCH = 128 FEET

DRAWN XX	SCALE 1" = 128'	HEXAGON TRANSPORTATION CONSULTANTS, INC. 100 Century Center Court, Suite 501 San Jose, California 95112 Ph: (408) 971-6100 www.hextrans.com	**CITY OF SAN JOSE**	FIGURE NO.
CHECKED XX	DATE 04/15/24		5670 CAMDEN AVENUE TURNING TEMPLATE	



GRAPHIC SCALE

128 0 64 128 256

1 INCH = 128 FEET

DRAWN XX	SCALE 1" = 128'	HEXAGON TRANSPORTATION CONSULTANTS, INC. 100 Century Center Court, Suite 501 San Jose, California 95112 Ph: (408) 971-6100 www.hextrans.com	**CITY OF SAN JOSE**	FIGURE NO.
CHECKED XX	DATE 04/15/24		5670 CAMDEN AVENUE TURNING TEMPLATE	

Appendix F
TDM Plan and TDM Points Checklist

TDM SPECIALISTS, INC.

A Transportation Demand Management Company









5670 CAMDEN AVE.

SAN JOSE, CA

Transportation Demand Management Plan

January 28, 2024

Updated July 10, 2024

5670 Camden Avenue, San Jose

TRANSPORTATION DEMAND MANAGEMENT PLAN

Trip Reduction Implementation Plan



Prepared for:

Mana Camden Fund, LLC

Prepared by:

TDM SPECIALISTS, INC.
A Transportation Demand Management Company

(408) 420-2411

January 28, 2024
Updated: July 10, 2024

TABLE OF CONTENTS

TDM EXECUTIVE SUMMARY i

REGULATORY AND SUSTAINABLE ENVIRONMENTS 1

City of San Jose 2

Climate Smart San Jose 2

San Jose Municipal Code – Chapter 20.90 (TDM) 3

PROJECT DESCRIPTION 3

5670 Camden Avenue Location Map 4

SECTION I – EXISTING TRANSPORTATION CONDITIONS 5

TRANSIT INFRASTRUCTURE 5

Public Transportation Access 5

Walking Routes to Nearby VTA Stops 5

Transit Resources Near 5670 Camden Avenue 6

Santa Clara Valley Transportation Authority Map 6

VTA Route 27 7

BICYCLE AND PEDESTRIAN INFRASTRUCTURE 8

Pedestrian Connections 8

Bicycle Connections and On-street Routes 8

Santa Clara County Bikeway Map 8

SECTION II – TDM INFRASTRUCTURE MEASURES 9

PC03 – PROVIDE AFFORDABLE HOUSING (1 POINT) 9

MI04 – PROVIDE RESIDENTIAL STREET IMPROVEMENTS (1 POINT) 9

MI05 – PROVIDE PEDESTRIAN NETWORK IMPROVEMENTS (3 POINTS) 10

PK01 – RIGHT-SIZE PARKING SUPPLY (10 POINTS) 11

PK02 – PROVIDE BICYCLE PARKING FACILITIES (2 POINTS) 12

Bicycle Parking – Long-Term (Class I) 12

Bicycle Parking – Short-Term (Class II) 12

On-site Bicycle Fix-it Repair Station 13

TDM SITE PLAN 13

TDM Site Plan 14

SECTION III – PROGRAMMATIC TDM MEASURES 15

TP01 – PROVIDE SCHOOL POOL PROGRAMS – (1 POINT) 15

TP04 – PROVIDE EDUCATION, MARKETING, AND OUTREACH (2 POINTS) 16

HOA TDM Implementation / Transportation Coordinator 17

Trip and Transit Planning Resources 18

Bicycle Commuter Planning Resources 19

Other Online Commuter Resources 20

Commuter Resource Flier 20

New Owner TDM Welcome Packet 22

Free Guaranteed Ride Home Program 22

Online HOA Commuter Resource Webpage 22

Sample HOA Commuter Resource Webpage 23

Promote Public Vanpool Incentives 24

TP13 – PROVIDE RIDE-SHARING PROGRAMS (1 POINT) 24
Other Online Commuter Resources 25
TP15 – PROVIDE TRAVEL BEHAVIORAL INTERVENTIONS (2 POINTS) 26
TP18 – PROVIDE VOLUNTARY TRAVEL BEHAVIOR CHANGE PROGRAM (2 POINTS) 27
Resident Travel Survey 27
Mass Communication Campaigns 28
SECTION IV – TDM MONITORING AND REPORTING 30
MONITORING 30
Annual TDM Plan Compliance Documentation 30
No Expiration of TDM Document or Programs 30
Trip Cap 31
Violations 31

ATTACHMENTS

San Jose's TDM Checklist
List of Nearby Amenities
Sample Resident Trip Reduction Pledge
Guaranteed Ride Home Program Flier
TDM Specialists, Inc. Qualifications

TDM EXECUTIVE SUMMARY

This Transportation Demand Management (TDM) Plan for 5670 Camden Avenue provides a viable and dynamic program to support a reduction of vehicle miles traveled (VMT) and achieve a 25 "Point Target." The Point Target determines a project's total points by implementing selected TDM Strategies. The TDM Plan incorporates trip reduction and commuter programs successfully implemented in other residential projects. TDM Specialists, Inc. utilized Best Practices from 25 years of commuter program management experience to build the TDM Plan.

The 5670 Camden Avenue TDM Plan meets the project's needs, considering available logistical resources, challenges, and opportunities. This plan's TDM measures and elements are designed to reduce peak-hour trips and commit the Applicant to their implementation.

The San Jose General Plan aims to build a more balanced and environmentally sustainable transportation system where 60 percent of commute trips made in San José are by walking, biking, transit, or carpool.

The construction of TDM infrastructure and the implementation of resident programs will increase pedestrian, bicycle, carpool, and transit uses. In addition, this TDM Plan aligns with the TDM strategies outlined in the City's Transportation Analysis Handbook.

Minimizing traffic congestion and air pollution are critical concerns in maintaining a healthy quality of life and economy for the City of San Jose and its residents. Traffic congestion results in time loss to residents and commuters and increased demand for City fiscal resources for roadway construction and maintenance. According to the US Environmental Protection Agency, "mobile sources account for more than half of all the air pollution in the United States. The primary mobile source of air pollution is the automobile. Today's motor vehicles are still responsible for up to half of all the emissions released into the air."[1]

The 5670 Camden Avenue TDM Plan describes various mandatory mitigation measures that create guidelines for a residential commute program. Other contributing and complementary sustainable building efforts include applicable portions of California's Green Building standards.

California Green Building Standards
The 2010 California Green Building Standards Code is Part 11 of the California Building Standards Code in Title 24 of the California Code of Regulations. Part 11 is also known as the CALGreen Code.

The plan includes TDM measures such as secure bicycle parking, a bicycle repair stand, an air pump, an online commuter resource site, and commuter resource marketing. The project's trip reduction activities and vehicle miles traveled will be monitored

[1] http://www.epa.gov/apti/course422/ap3a.html

annually, with the first resident commute survey conducted one year after the project's occupancy. The TDM Plan addresses vehicle miles traveled associated with a residential project and contains appropriate measures and elements consistent with other residential commute programs. The primary transportation mode-use strategies span across the following four sections:

I. Existing Transportation Conditions
II. User-defined TDM Measures
III. TDM Infrastructure Measures
IV. Programmatic TDM Measures
V. TDM Monitoring and Reporting

The 5670 Camden Avenue residential project proposes the following elements in its TDM Program.

TDM Infrastructure Measures

- PC03 Affordable Housing
- MI04 Provide Residential Street Improvements
- MI05 Provide Pedestrian Network Improvements
- PK01 Right-size Parking Supply
- PK02 Bicycle Parking Facilities
  - Doubled Bicycle parking – long-term (Class I)
  - Doubled Bicycle parking – short-term (Class II)
  - On-site bicycle Fix-it repair station and tire pump

Programmatic TDM Measures

- TP01 School Pool programs
- TP04 Commuter education, outreach, and marketing
- TP13 Provide carpool ride-sharing programs
- TP15 Provide Travel behavioral intervention event
- TP18 Provide a Voluntary Travel Behavior Change program
  - Annual commute survey

TDM Monitoring and Reporting Elements

- Annual TDM Plan Compliance Documentation
- No expiration of TDM documents or programs
- Trip Cap
- Violations

Below is a TDM Checklist showing the point values generated by this TDM Plan. The details of all TDM measures are described more fully in the following body of this report. Attached is the city's TDM Checklist.

Menu of TDM Measures and Applicability Categories

San Jose TDM Checklist Measure (ID): Home-End Uses	TDM Point Values	Proposed Point Values
[PC03] Provide Affordable Housing	1 – 4	1
[MI04] Provide Residential Street Improvements	1 – 4	1
[MI05] Provide Pedestrian Network Improvements - Contribute $108,000 per point toward improvements identified by PW	1 – 4	3
[PK01] Right-size Parking Supply	1 – 20	10
[PK02] Provide Bike Parking Facilities - Class II, bike racks	1 – 2	2
[PK02] Provide Bike Parking Facilities - Class I, garage bike hooks		
[PK02] Provide Bike Parking Facilities - (1) Bike repair fix-it station		
[TP01] Provide School Pool Programs	1	1
[TP04] Provide Education, Marketing, and Outreach	1 – 2	2
[TP13] Provide Ride-Sharing Programs	1	1
[TP15] Provide Travel Behavioral Intervention	1 – 2	2
[TP18] Provide Voluntary Travel Behavior Change Program	1 – 2	2
	Total Points	**25**

REGULATORY AND SUSTAINABLE ENVIRONMENTS

The Transportation Demand Management (TDM) Plan integrates comprehensive services, incentives, facilities, and initiatives to mitigate single-occupant vehicle (SOV) travel, alleviating traffic congestion, parking demand, and air quality deterioration.

This TDM Plan strictly adheres to the regulatory framework set forth by the City of San Jose's Parking, Loading, and Transportation Demand Management Chapter 20.90 and California Senate Bill 7432. The implementation of the TDM Plan and its associated measures will result in the following objectives:

Parking Demand Reduction: The TDM Plan aims to curtail the demand for parking spaces by facilitating the transition of single occupancy vehicle (SOV) commutes to alternative modes of transportation, such as public transit, carpooling, vanpooling, cycling, or walking.

Congestion Alleviation: Strategies encompassed within this plan include providing traveler information systems that furnish motorists with timely notifications concerning traffic delays and alternative routes. This approach seeks to reroute travel to less congested pathways.

Technological Advancements: The TDM Plan supports technological innovations, such as carpooling applications, promotes electric, hybrid, and zero-emission vehicles, and fosters environmentally sustainable transportation options.

Peak Period Trip Management: Initiatives embedded within the plan endeavor to either eliminate or divert trips away from peak hours, encompassing flexible scheduling, compressed workweeks, and telecommuting alternatives.

The outcomes of effective TDM Planning extend beyond the traffic-related benefits. These efforts have a consequential impact on reducing greenhouse gas (GHG) emissions and represent a sustainable mobility paradigm. This holistic approach combines inventive strategies with established trip reduction methodologies, mobility-enhancing techniques, and energy consumption reduction programs, all executed citywide. The dividends of these endeavors manifest as the amelioration of GHG emissions and other atmospheric pollutants, enhancement of traffic flow and transportation connectivity, diminishment of parking demand, and a corresponding reduction in energy-related expenditures.

Below is a summary of city, county, and state policy goals related to sustainability, congestion management, GHG, and VMT reduction.

City of San Jose

Envision San Jose 2040 [2]

Balanced Transportation System: San José desires to provide a safe, efficient, fiscally, economically, and environmentally sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks.

Walking and Bicycling: Improve walking and bicycling facilities to be more convenient, comfortable, and safe so that they become the primary transportation mode in San Jose.

Maximize use of Public Transit: Maximize existing and future public transportation services to increase ridership and decrease the use of private automobiles.

Vehicular Circulation and Vehicle Miles Traveled: VMT goals and policies will improve the transportation mode choice of all users and help create a successful multimodal transportation network supporting the city's sustainability goals. All relevant adopted policies promote improved operations strategies and expanded pedestrian, bicycle, and transit systems, coupled with transportation demand management and supported by traffic calming at the neighborhood level.

Transportation Demand Management: Implement effective Transportation Demand Management (TDM) strategies that minimize vehicle trips and miles traveled.

Parking Strategies: Develop and implement parking strategies that reduce automobile travel through parking supply and pricing management.

Reduction of Vehicle Miles Traveled: VMT per service population by 20% (2030 goal) and 45% (2040 goal) from the 2017 levels.

Climate Smart San Jose

The City's Climate Action Plan was adopted in 2018 to outline strategies to reduce greenhouse gas (GHG) emissions and provide energy, fuel, and monetary savings while improving the city's quality of life. The city focuses on establishing land uses and transportation options that minimize single-occupant vehicle use within the plan. Two key Climate Smart strategies pertinent to TDM Planning include the following:

- Densifying our city in focused growth areas increases walkability and cycling, making our neighborhoods more vibrant, distinctive, and enjoyable.
- Developing integrated, accessible public and active transport infrastructure reduces car dependency on moving within the city.

[2] Envisions San Jose 2040 General Plan

San Jose Municipal Code – Chapter 20.90 (TDM)[3]

The City's Parking, Loading, and Transportation Demand Management ordinance references the requirement for TDM Planning as such:

> "Transportation Demand Management," or "TDM," means a program that includes incentives, services, policies, and physical improvements to reduce drive-alone trips and VMT. TDM encourages sustainable travel such as, but not limited to, public transit, bicycling, walking, and carpooling/vanpooling. TDM also includes strategies that reduce the need for trips altogether, such as telecommuting for work trips and land use strategies that increase access to destinations. The City of San Jose's TDM Program is the regulations, requirements, processes, and implementation strategies outlined in this ordinance and the City of San Jose Transportation Analysis Handbook.

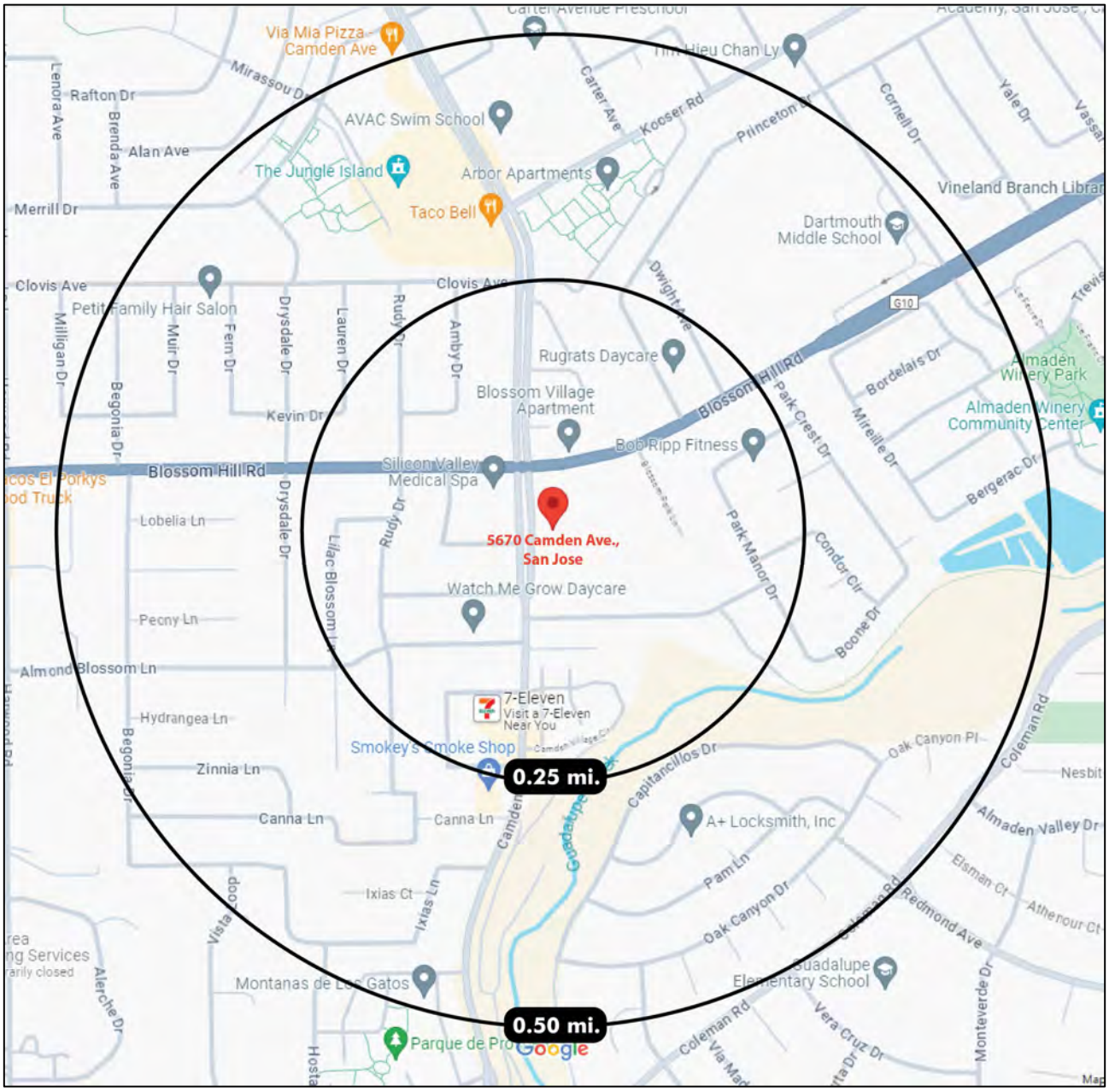
PROJECT DESCRIPTION

The project site is located at 5670 Camden Avenue and is currently occupied by sports fields associated with an existing school. The project includes replacing the sports fields with a 108-unit townhome development. Each townhome will have a two-car garage. Guest parking will consist of 27 surface spaces. The project proceeds via the Builder's Remedy approach, including 20 percent affordable units.

Below is a location map of the 5670 Camden Avenue project.

[3] Ordinance No. 30857, adopted January 10, 2023, amending Title 20 (Zoning Ordinance)

5670 Camden Avenue Location Map



SECTION I – EXISTING TRANSPORTATION CONDITIONS

TRANSIT INFRASTRUCTURE

This project is close to VTA Route 27, which connects to additional transit resources—the VTA bus route serving the nearest stop at the project's total of 63-weekday trips.

Shown on page 6 is a listing of transit resources available to residents.

Public Transportation Access

Four bus drop-off and pick-up locations offer walkable access near the project.

Well-lit pedestrian on-site paths will provide the most direct route to the nearest transit stop from the project. VTA Route 27 is 0.10 miles from the project, representing a two-minute walk. Below is a map of the walking route to the VTA stop.

Walking Routes to Nearby VTA Stops



The table below displays the VTA bus route trips and service areas. With 63 weekday stops, Route 27 provides frequent service and connections to various communities and transit stations, including links to light rail.

Transit Resources Near 5670 Camden Avenue

Route	Span of Service	Weekday Trips	Communities Served
27 VTA	7 Days/Week 5:40 a.m. - 10:11 p.m.	63	Winchester Station (Bay 2), Burrows & Hacienda, Santa Cruz & Los Gatos-Saratoga, Main & Santa Cruz, Los Gatos & Los Gatos-Almaden, Samaritan & Good Samaritan Hospital, Leigh & Los Gatos-Almaden, **Blossom Hill & Camden**, Blossom Hill & Meridian, Blossom Hill & Almaden Expressway, Blossom Hill Station, Cottle & Poughkeepsie, and Santa Teresa Station
Total VTA Bus Trips/Weekday		**63**	

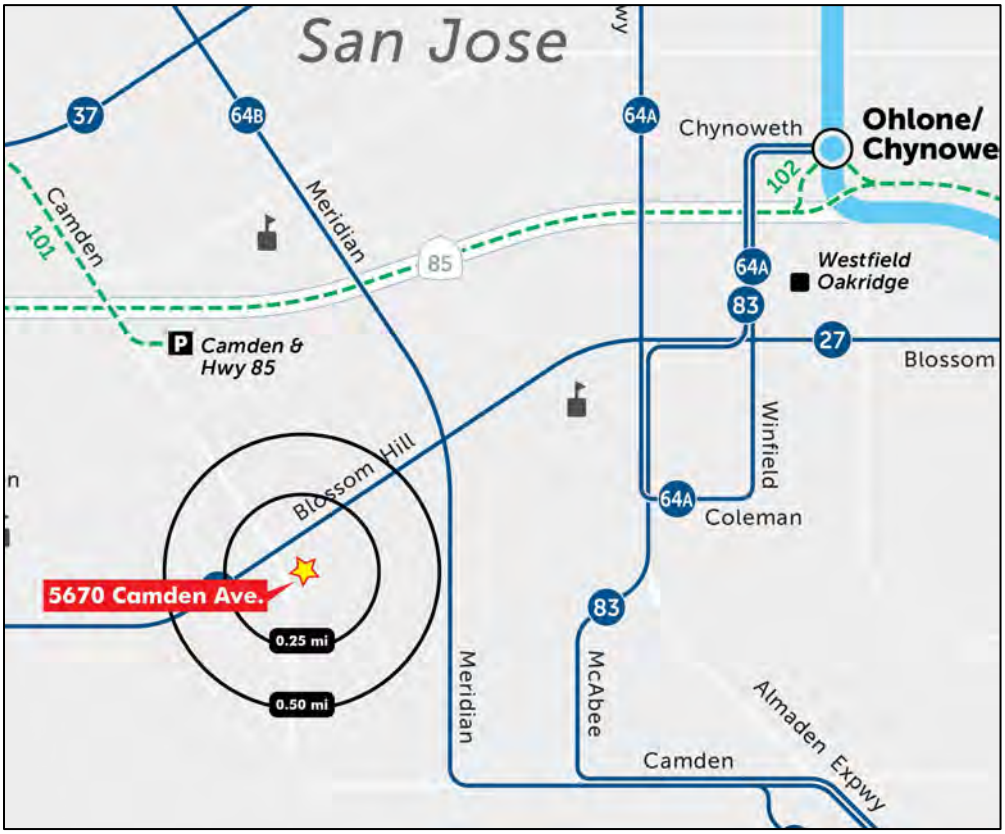
* All buses and trains are lift equipped for handicapped, elderly, or those in need.

Red Font represents the closest transit resource to the project site.

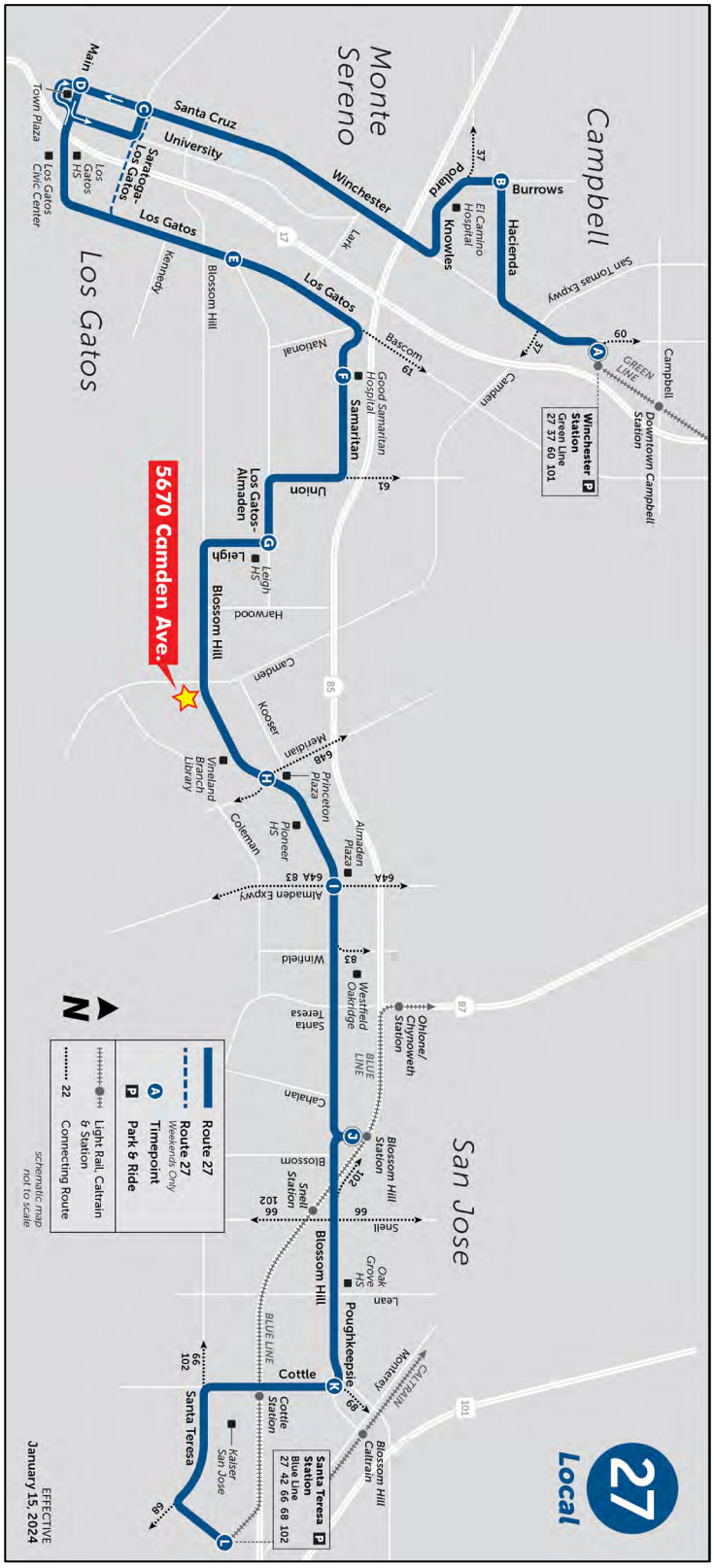
Blue Font represents connecting transit Centers/Stations

Below is the VTA System Map showing the various transit resources available to project residents. Page 7 is the VTA bus map for route 27.

Santa Clara Valley Transportation Authority Map



VTA Route 27


Campbell
Monte Sereno
Los Gatos
San Jose
5670 Camden Ave.
Winchester
Santa Cruz
University
Los Gatos-Saratoga
Los Gatos
Pollard
Burrows
Hacienda
Knowles
El Camino Hospital
Kennedy
Blossom Hill
Lark
Bascom
National
Good Samaritan Hospital
Samaritan
Union
Los Gatos-Almaden
Leigh
Leigh HS
Harwood
Camden
Kooser
Meridian
Vineland Branch Library
Princeton Plaza
Pioneer HS
Coleman
Almaden Plaza
Almaden Expwy
Winfield
Westfield Oakridge
Santa Teresa
Ohlone/Chynoweth Station
BLUE LINE
Cahalan
Blossom Station
Snell Station
Snell
Oak Grove HS
Lean
Poughkeepsie
Blossom Hill
Cottle
Cottle Station
Monterey
CALTRAIN
Blossom Hill Caltrain
Kaiser San Jose
Santa Teresa
Winchester Station
Green Line
27 37 60 101
Santa Teresa Station
Blue Line
27 42 66 68 102
Campbell Downtown Campbell Station
GREEN LINE
San Tomas Expwy
Camden
Main
Los Gatos Civic Center
Town Plaza
Los Gatos HS
Route 27
Weekends Only
Timepoint
Park & Ride
Light Rail, Caltrain & Station
Connecting Route
schematic map not to scale
N
27
Local
EFFECTIVE
January 15, 2024

BICYCLE AND PEDESTRIAN INFRASTRUCTURE

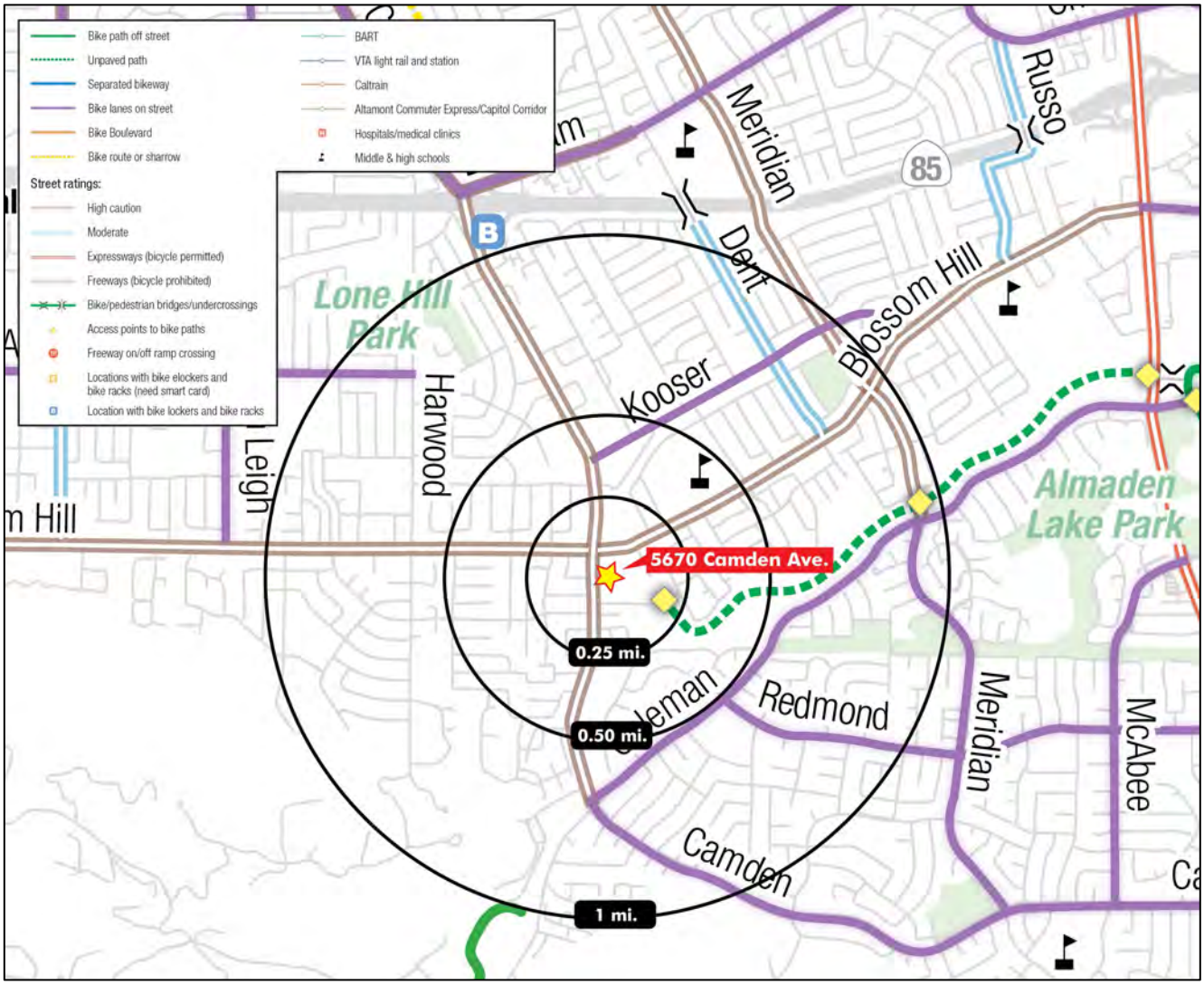
Pedestrian Connections

According to WalkScore.com, the project location scores 61 out of 100. This score indicates the site is "somewhat walkable," and some errands are accomplishable by foot.

Bicycle Connections and On-street Routes

Bicycle lanes provide access to a more extensive bicycle network that residents can connect to nearby parks and other points of interest. Below is the Santa Clara County Bikeway Map.

Santa Clara County Bikeway Map



SECTION II – TDM INFRASTRUCTURE MEASURES

The following physical infrastructure measures support alternative transportation commuters. These measures are TDM components that exist or are added and installed during construction.

PC03 – PROVIDE AFFORDABLE HOUSING (1 POINT)

Twenty percent of the project's housing units (21) will be below-market. Households with lower incomes than the Santa Clara County Area Median Income (AMI) tend to take fewer trips using personal motorized vehicles than higher-income households. Affordable housing leads to a decrease in VMT. Affordable housing plays a crucial role in enabling these households to reside closer to transit options, presenting them with increased opportunities for convenient access to public transportation.

San Jose's affordable housing requirement is 15 percent. The additional five percent provided by the project, totaling 20 percent affordable housing units, creates eligibility for one point and meets the city's inclusionary Housing Ordinance obligation.

Home-End Uses Only:
Provide affordable housing units on-site, off-site, or via dedication of land, credits and transfers, acquisition and rehab of units, HUD restricted units, the option to purchase, partnership for clustered units, or a combination of methods:

1 Point: At least 5% above and beyond the City's Inclusionary Housing Ordinance obligation.

City staff will monitor and require occupancy certification of affordable units during the annual monitoring and reporting process.

MI04 – PROVIDE RESIDENTIAL STREET IMPROVEMENTS (1 POINT)

The Applicant must improve at least one (1) neighborhood street within one mile of the project. A neighborhood street is defined as one of General Plan-designed Main Streets, On-Street Primary Bike Facilities, and Resident Streets.

The Applicant proposes several traffic calming measures:

- A bulb-out at the northeast corner of Camden Avenue and Singletree Way.
- ADA-compliant curb ramps at the northeast and southeast corners of the intersection.
- A yellow-striped crosswalk on Singletree Way.

- Extension of the raised median island on Camden Avenue south to Singletree Way (about 150 feet).

These improvements will enhance pedestrian connectivity, slow down westbound right-turning vehicles, shorten pedestrian crossing distances on Singletree Way, and make pedestrians more visible to drivers, thereby improving safety. By creating a safer environment, these changes will promote walking and biking as alternatives to driving, reducing drive-alone commutes and vehicle miles traveled (VMT).

Home-End Uses
Fund or perform the design and/or construction of neighborhood street improvements outside of the project's property frontage and within 1 mile of the Project site for a total cost equivalent to:
1 Point: $1,000 per dwelling unit.

City staff will comment on the project on possible improvement and funding options and ensure compliance with community values, citywide goals, and the city's and VTA's relevant design standards. City staff will confirm the implemented improvements meet specified standards during a pre-occupancy inspection of the project. Upon approval, ongoing maintenance of all approved improvements within the City rights-of-way will become the city's responsibility.

MI05 – PROVIDE PEDESTRIAN NETWORK IMPROVEMENTS (3 POINTS)

The Applicant proposes pedestrian improvements at the Camden Avenue and Blossom Hill Road intersection, including:

- Signal modifications
- Removing the pork chop islands at the northwest and southwest corners
- Extending the curb lines at the northwest and southwest corners
- Replacing existing signal poles, mast arms, and streetlights
- Restriping

Due to the nearby school, the corners will be reconstructed with new ADA-compliant curb ramps and high-visibility yellow ladder crosswalks on all sides.

These changes will enhance pedestrian connectivity, slow down right-turning vehicles, shorten pedestrian crossing distances, and improve pedestrian visibility and safety. Promoting walking over driving will reduce drive-alone commutes and vehicle miles traveled (VMT).

Home-End Uses

Fund or perform the design and/or construction of INFRASTRUCTURE improvements beyond and within 1 mile of the project's property frontage for a total cost equivalent to:

3 Points: $3,000 per dwelling unit.

City staff will comment on the project on possible improvement and funding options and ensure compliance with community values, citywide goals, and the city's and VTA's relevant design standards. City staff will confirm the implemented improvements meet specified standards during a pre-occupancy inspection of the project. Upon approval, ongoing maintenance of all approved improvements within the City rights-of-way will become the city's responsibility.

PK01 – RIGHT-SIZE PARKING SUPPLY (10 POINTS)

The project will provide off-street vehicle parking supplies at ratios lower than the Institute of Transportation Engineers (ITE) Parking Generation Manual documents. TDM point values are based on the project's off-street parking ratio, which accounts for any on-site automobile parking spaces built by the project and any off-site automobile parking spaces shared with the project. The project's parking ratio is between 2.09 and 2.25 per unit.

Home-End Uses

TDM point values are based on the project's off-street parking ratio, which accounts for any on-site automobile parking spaces built by the project and any off-site automobile parking spaces shared with the Project (Refer to PK03 for more information about shared parking).

Points	Parking Ratio					
	Downtown		High-Quality Transit Areas		Other Areas	
	Home-End (per dwelling unit)	Commute-End/ Visit-End (per 1,000 square feet)	Home-End (per dwelling unit)	Commute-End/ Visit-End (per 1,000 square feet)	Home-End (per dwelling unit)	Commute-End/ Visit-End (per 1,000 square feet)
10	1.12-1.20	1.81-2.00	1.77-1.89	2.71-3.00	2.09-2.25	3.21-3.50

City staff will confirm the number of vehicle parking spaces built on-site during a pre-occupancy inspection. City staff will conduct site visits to verify that the amenities meet specified standards.

PK02 – PROVIDE BICYCLE PARKING FACILITIES (2 POINTS)

The project will double the number required for on-site pedestrian and bicycle facilities and connections to local and regional facilities to encourage resident use. The 5670 Camden Avenue will provide Class I and Class II bicycle parking for residents to promote bicycle travel.

Home-End Uses

2 Points: Provide four (4) on-site bike parking facilities.

- Short-term parking: Provide at least two times as many short-term bicycle parking spaces on site as zoning requires. Include wayfinding signage.
- Long-term parking: Provide at least two times as many secure long-term bicycle parking spaces on site as zoning requires. Include wayfinding signage.
- Bike repair station: Provide a covered area with a station that offers tools and supplies for those needing to fix a flat tire, adjust a chain, and perform other basic maintenance. Available tools must include, at minimum, a bicycle pump, wrenches, a chain tool, tire levers, hex keys/Allen wrenches, screwdrivers, and spoke wrenches.

City staff will confirm that the credited amenities meet the design requirements stated above during a pre-occupancy inspection of the site. HOAs/Property owners must include up-to-date photos of the amenities and any supportive facilities and signage to demonstrate that they are in good condition and accessible to Project residents as attachments to their annual TDM Plan Compliance Forms. City staff will conduct site visits to confirm that the amenities meet specified standards.

Bicycle Parking – Long-Term (Class I)

The project will provide twice the class I bicycle parking facilities required by the cost of the market-rate units for residential use. Residents will access these spaces in the secured parking garage. Each garage will include two bike parking facility hooks.

Bicycle Parking – Short-Term (Class II)

The project will provide twice as many Class II short-term secure bicycle parking facilities (racks) for visitors and guests near the mailboxes, community parks, or shared common areas.

On-site Bicycle Fix-it Repair Station

5670 Camden Avenue will install a bicycle Fix-it repair station for resident use. The bicycle Fix-it repair station will include an air pump and do-it-yourself bike repair tools.



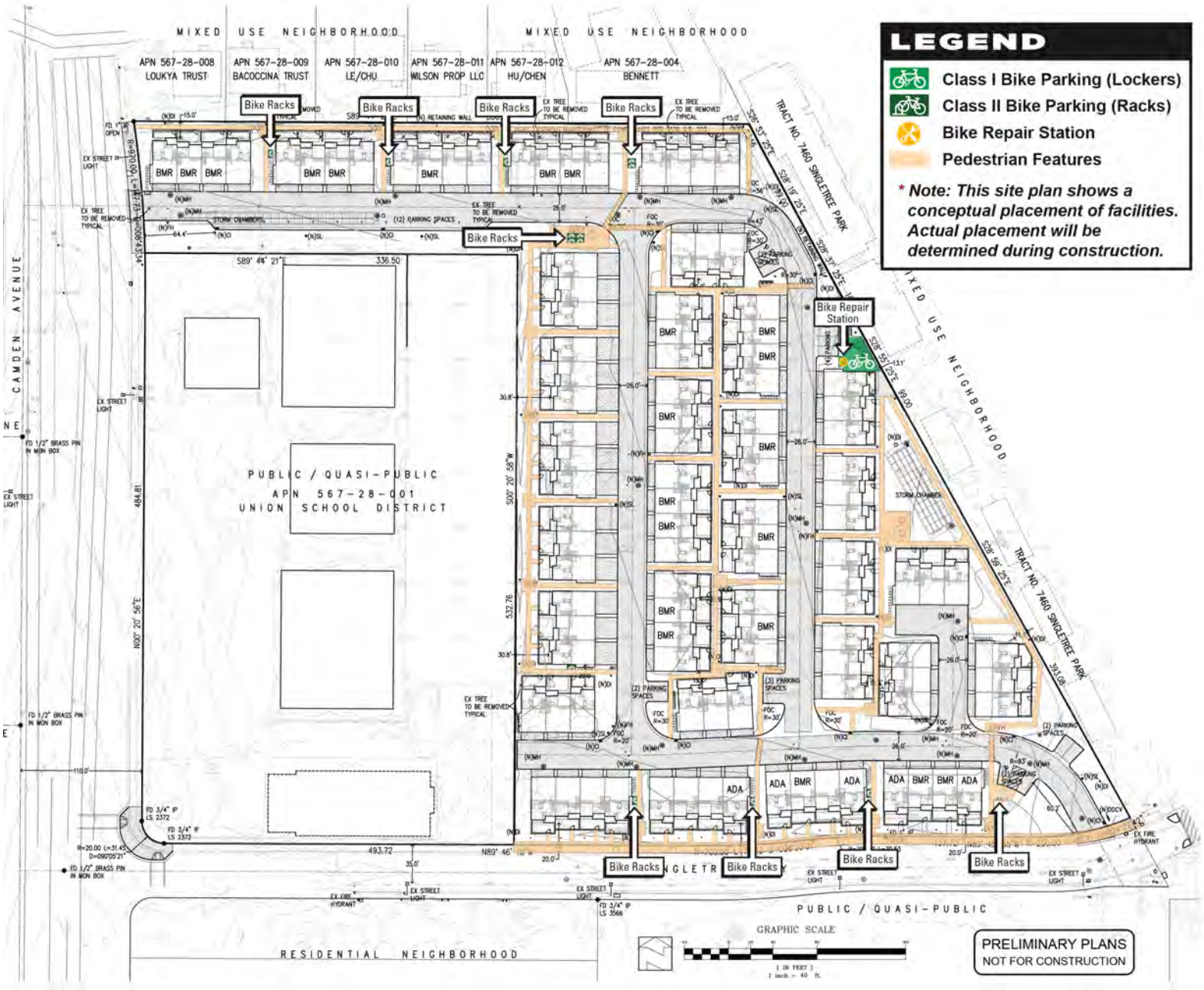




TDM SITE PLAN

The TDM Site Plan below highlights the project's commuter elements, including short-term and long-term bicycle parking, pedestrian features, and a bicycle repair fix-it station.

TDM Site Plan



SECTION III – PROGRAMMATIC TDM MEASURES

The following programmatic measures will enhance the TDM program's success. After implementation, the TDM strategies will form the 5670 Camden Avenue Commute Program. Occupancy permits will require TDM components and programs.

TP01 – PROVIDE SCHOOL POOL PROGRAMS – (1 POINT)

The Project's HOA or Transportation Coordinator will promote the School Pool program, as it serves to help parents share the responsibility of getting children to school, whether driving, bicycling, or walking them to school.



Spare the Air Youth is a regional program that aims to educate, inspire, and empower youth and their families to walk, bicycle, and carpool. The Spare the Air Youth program has a guidebook to the School Pool, accessible at the following link.

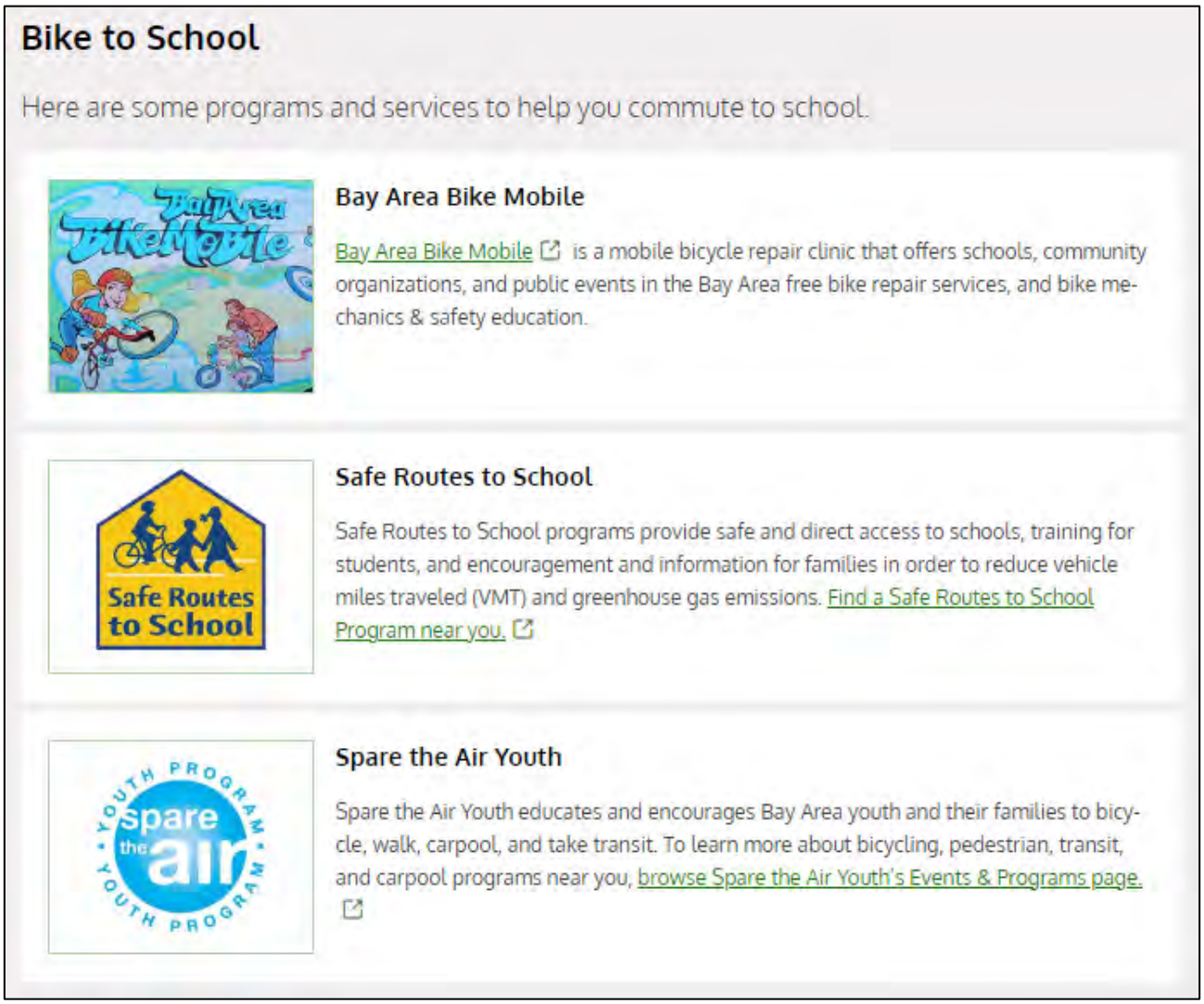
Home-End Uses Only

Provide a school pool program that matches parents who transport students to/from schools without a bus program, including private schools, charter schools, and neighborhood schools. Open to all families in the project, a school pool program would encourage families to find carpools for school pick-up and drop-off and reduce the number of vehicle trips to and from schools, thereby reducing VMT.

1 Point: Enroll parents and students in an online ride-matching service that connects people through a secure network to post and search for shared rides.

HOAs/Property owners must submit copies of active enrollment with a ride-matching platform and provide any informational materials distributed that describe the school pool program as attachments to their annual TDM Plan Compliance Forms.

In addition, the HOA will promote other green, sustainable bike-to-school programs to residents, such as those shown below.



Bike to School

Here are some programs and services to help you commute to school.

Bay Area Bike Mobile

Bay Area Bike Mobile is a mobile bicycle repair clinic that offers schools, community organizations, and public events in the Bay Area free bike repair services, and bike mechanics & safety education.

Safe Routes to School

Safe Routes to School programs provide safe and direct access to schools, training for students, and encouragement and information for families in order to reduce vehicle miles traveled (VMT) and greenhouse gas emissions. Find a Safe Routes to School Program near you.

Spare the Air Youth

Spare the Air Youth educates and encourages Bay Area youth and their families to bicycle, walk, carpool, and take transit. To learn more about bicycling, pedestrian, transit, and carpool programs near you, browse Spare the Air Youth's Events & Programs page.

TP04 – PROVIDE EDUCATION, MARKETING, AND OUTREACH (2 POINTS)

The Applicant will work with the Homeowner Management Association (HOA) representatives to develop and implement a marketing campaign to provide Project residents. The campaign will include information on travel options and encourage using transit, shared rides, walking, and biking.

Home-End Uses

Implement a marketing campaign to provide Project residents/employees with information on travel options and encourage using transit, shared rides, walking, and biking. The campaign strategies may include new resident/employee orientation on alternative travel options, event promotions, educational programs, and publications.

2 Points: Provide at least (2) education, marketing, and outreach strategies to all Project residents.

- Provide TDM promotions such as targeted messaging and communications campaigns, incentives, giveaways, and competitions.
- Provide welcome packets with information about nearby amenities (e.g., bus stops, parks, schools, stores, etc.), travel options (e.g., transit service, biking, and walking routes, etc.), and available transportation benefits and incentives (e.g., bike share program, free guaranteed ride home program, and $900 monthly vanpool group subsidy programs, etc.).

An HOA representative must submit copies of all promotional materials, welcome packets, and TDM information distributed to their residents as attachments to their annual TDM Plan Compliance Forms.

Below is a summary of duties and implementation responsibilities for outreach and marketing the commuter programs to residents.

HOA TDM Implementation / Transportation Coordinator

A TDM/Transportation Coordinator will implement various commuter programs. The Transportation Coordinator will be an employee of the HOA management company or an outsourced TDM professional. The Applicant will work with the HOA manager to establish a scope for a transportation coordinator. The HOA or its outsourced representative will provide commuter engagement services to homeowners. Once formed, the developer will serve as the initial transportation coordinator during the initial sales period and transition this responsibility to the HOA management company. The city will receive the coordinator's contact information (including when a new coordinator is named).

The Transportation Coordinator will provide commute program assistance and onboarding new residents, collaborate with transit and ride-share organizations as necessary, conduct the annual survey, and produce the annual summary report. Commute industry data supports the idea that a transportation coordinator positively impacts the increase and maintenance of alternative modes of use.

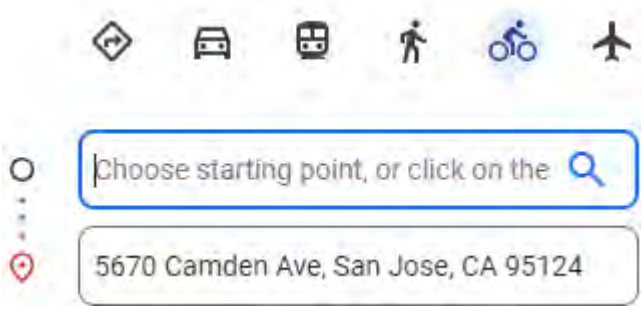
The Transportation Coordinator will provide the following services:

- Promote trip reduction and air quality strategies to residents at the project site.
- Be the primary point of contact for residents who wish to commute using an alternative.
- Catalog all existing incentives encouraging residents to utilize alternative transportation programs and maintain a Commuter Resource flier and the HOA Commuter Resource Webpage.

- Work with local agencies such as VTA, Caltrain, 511 Merge, the Bay Area Air Quality Management District (BAAQMD), and Silicon Valley Bicycle Coalition. Disseminate alternative program information to residents via posters, fliers, banners, community newsletters, new resident packets, etc.
- Participate in the BAAQMD Spare the Air program. Spare the Air Day notices will be forwarded to residents to discourage driving alone to work.
- All new residents will receive the commuter resource flier (see page 21) and complete an online survey at occupancy to gauge their transportation needs and commute preferences. This quick survey will connect the occupant with transit resources, bicycle route maps, and 511.org or ride-matching sources. In addition, this survey acts as an early opportunity to educate residents about resources and benefits.
- Provide commuter resource links to other online sites. Below are sample resource sites.

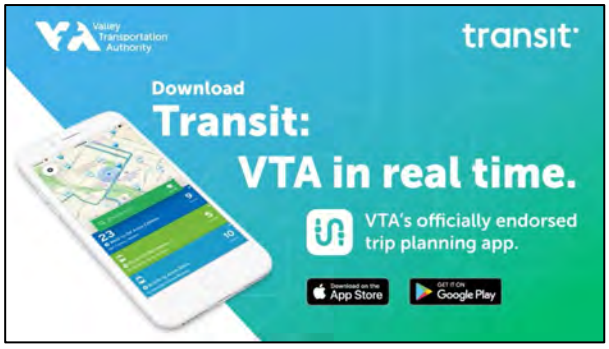
Trip and Transit Planning Resources

The Transportation Coordinator will promote online trip planning resources and tools for planning walk, bike, and public transit trips. Google has also collaborated with select regional transit agencies to provide a public transit planner for VTA, Caltrain, BART, and other San Francisco Bay Area systems riders. This free service is found online at https://www.google.com/maps/dir/.



Online trip planning services are valuable for planning bicycle routes, carpool options, and public transit trips.

The "Transit" mobile app also provides commuters with trip and route planning resources. Users can view real-time information such as location, following departure times, and crowding data for local transit agencies like BART, Caltrain, and VTA. In addition, the Transit app lets users preview routes using multiple transit modes and even integrates fare purchases and Lyft/Uber requests.



Bicycle Commuter Planning Resources

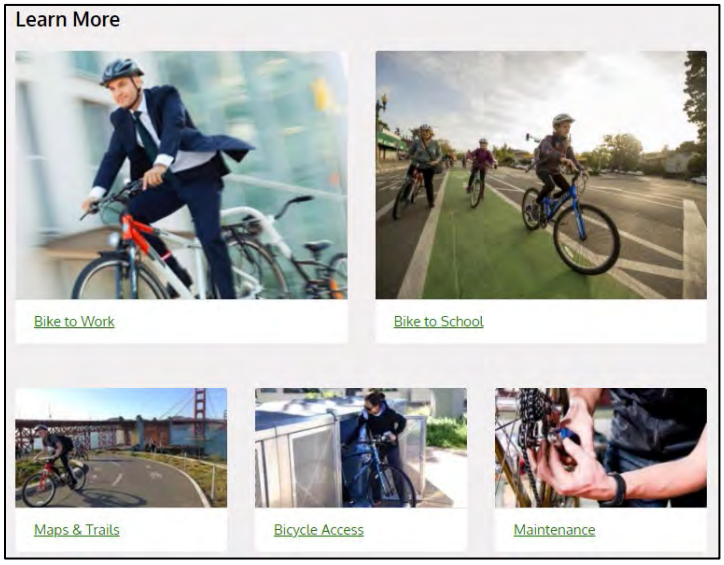
The Transportation Coordinator will promote and market the 511 system, which provides significant resources for bicycle commuters, including:

- Bicycle maps
- Safe bicycle route mapping
- Location of public bike lockers
- How to take your bike on public transit
- How to take your bicycle across Bay Area toll bridges
- How to ride safely in traffic
- Tips on commuting
- Tips for bike selection
- Links to bicycle organizations
- Bike to Work Day

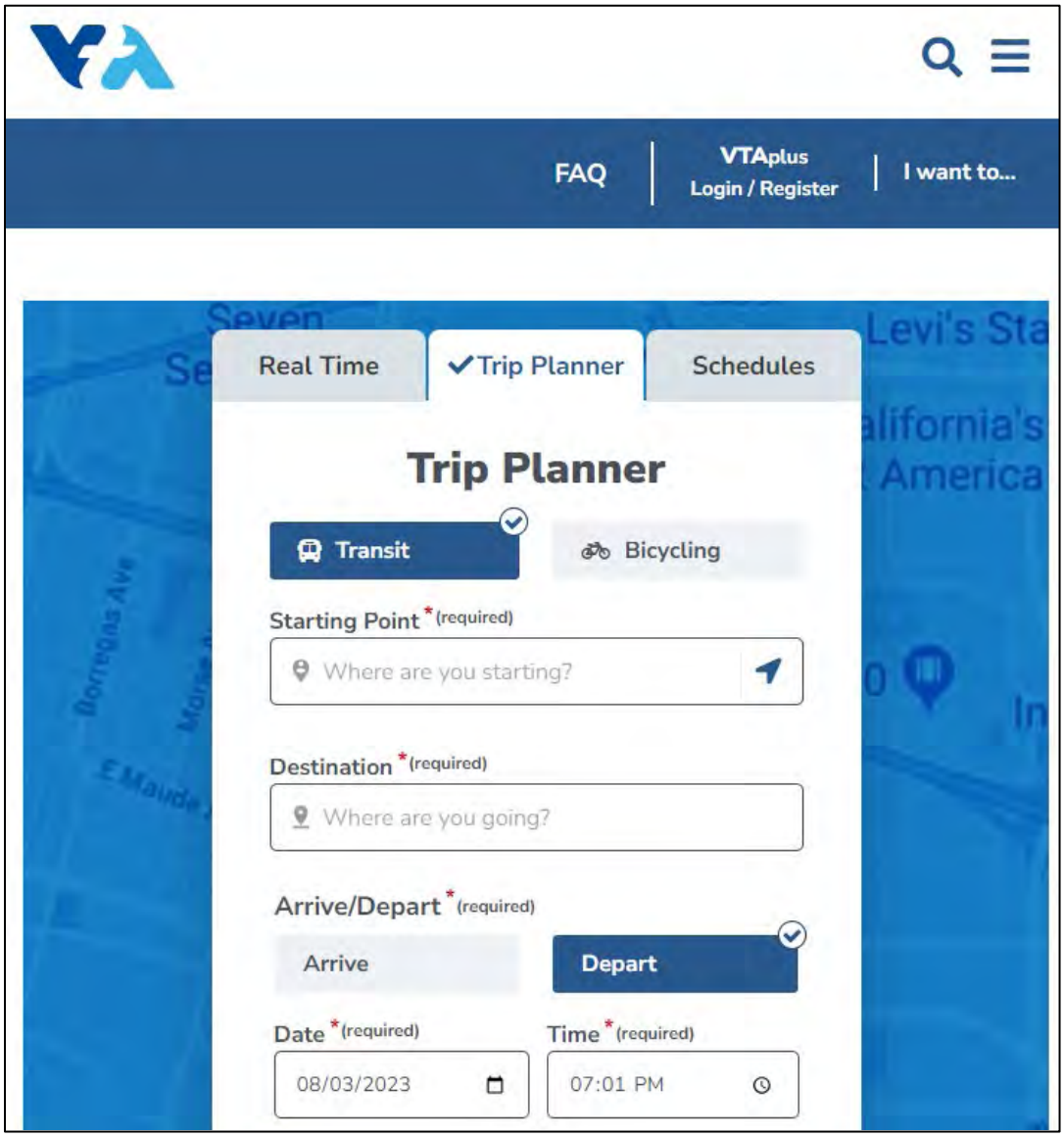


The HOA representative or Transportation Coordinator will promote maps, events, and training resources from the Silicon Valley Bicycle Coalition. Bicycle education includes free classes courtesy of Valley Transit Authority, MTC, Peninsula Clean Energy, Lyft Bay Wheels, or Bay Area Air Quality Management District. Smart Cycling Part 1 and Part 2 and bike maintenance classes will teach residents how to ride anywhere in any condition. Event promotions may include the annual Bay Area Bike to Work Day.

The project plans to enhance residents' and commuters' ability to own and bike to work. The project will inform commuters about the bicycle-friendly amenities within the surrounding area.



Other Online Commuter Resources



Commuter Resource Flier

All potential and new residents will receive a Commute Resource Flier regarding the 5670 Camden Avenue Commute Program. This flier will include (but not be limited to) information about transit options, commuter resources, and bicycle routes. Below is a sample commuter resource flier.

Transportation information will contain transportation information for commuter programs, including bus and shuttle schedules, bicycle maps, and ride-matching materials.

Camden Place **Commuter Resources**

TRANSIT & SHUTTLE SERVICES

Caltrain Time Schedule

Real-time Sunnyvale Caltrain Station – mobile

BART.gov

Transit Trip Planner

Transit App – Real-time bus crowding information

VTA Transit System Map

VTA Bus Route 27 – Winchester Stn – Blossom Hill Stn – Santa Teresa Stn

BICYCLE & SCOOTERS RESOURCES

Secure Bicycle Parking

Free e-Scooter Membership – registration form

Bicycle Fix-it Repair Station

City of San Jose Bike Map

San Mateo County Bike Map

Santa Clara County Bikeways Map

Regional City Bike Maps

Bicycle Resource Guide

CARPOOL & VANPOOL SERVICES

Merge 511 online Carpool Matching

$500 511.org Monthly Vanpool Group Subsidy

$400 VTA Monthly Vanpool Group Subsidy

Combine both monthly vanpool group subsidies for a total of $900

INCENTIVES & SERVICES

Commuter Kiosk materials in lounge

FREE Emergency Ride Home Program

New Resident Onboarding Commuter Survey

Annual Spare the Air Transportation Fair

Bay Area Spare the Air Alert Notices

Sign Up for the Commuter Concierge Newsletter

Commuter Concierge

Claudine Schneider

Commute@CamdenPlace.com

(XXX) 338-4405

New Owner TDM Welcome Packet

The Applicant will prepare a new homeowner trip reduction welcome packet containing the commuter resource flier and information links (transit scheduled, bike maps, 511 resources, etc.). The New Owner TDM Welcome Packet aims to welcome and introduce new homeowners to the community's sustainable transportation initiatives. In support of the project's commitment to reducing traffic congestion and promoting eco-friendly commuting options, the packet will include a commuter resource flier and information links, providing essential resources such as transit schedules, bike maps, and 511 resources. Equipping new homeowners with these valuable tools will encourage and empower residents to make informed and environmentally conscious transportation choices from the start of their journey, as in the project's vibrant and eco-conscious community.

Free Guaranteed Ride Home Program

VTA provides a free Guaranteed Ride Home (GRH) program to encourage commuters to use a sustainable mode of transportation to work, college, or adult education classes in Santa Clara County by providing reimbursement on the cost of getting home in an emergency.



Participants can receive up to six refunds a year or $500 in total repayments, whichever comes first. Each qualified GRH trip may be reimbursed up to $125. The GRH program will provide commuters with peace of mind by knowing that if a child or loved one becomes ill or injured during the day, the commuter can get to them quickly.

GRH programs have proven very successful, as they remove one of the obstacles residents may face when giving up their private automobiles, especially those with young families. Attached is a GRH flier and an overview of the program and how to utilize it.

The Transportation Coordinator or HOA will communicate and promote the GRH program to residents.

Online HOA Commuter Resource Webpage

The Project's HOA will develop a transportation and commute information webpage and social media links for residents. As units sell, the transportation information will be available on the HOA transportation webpage. The website and social media page will contain transportation information and resources, including promotions, incentives, Bay Area Spare the Air notices, transit schedules, 511 ride-matching, and other related information. Below is a sample commuter resource webpage.

Sample HOA Commuter Resource Webpage



Promote Public Vanpool Incentives

Vanpools are gaining popularity as Bay Area commuters become increasingly frustrated with heavy traffic. Now, VTA is making it more affordable for vanpoolers to pay for their commute with a $400 monthly subsidy, added to the Metropolitan Transportation Commission's (MTC) $500 vanpool program.

- **511 Bay Area $500 Monthly Vanpool Subsidy**
  The Bay Area Vanpool Program provides qualified vanpools $500 off the monthly cost. It also helps commuters find vanpool seats, start vanpools, keep vanpools on the road with an "empty seat" subsidy, provide free bridge tolls to qualifying vanpools, and help vanpools get discounted parking. The Transportation Coordinator will promote vanpool incentives to residents.



  Residents who vanpool as a commuter option will receive a free, designated parking space at 5670 Camden Avenue if the vanpool vehicle does not fit in their garage.

- **VTA $400 Vanpool Monthly Subsidy**
  VTA provides funding for qualified vanpools with a $400 monthly subsidy. VTA offers vanpool groups $400 per month for vanpool expenses. The VTA subsidy may be combined with the 511 monthly subsidy.

The HOA commuter representative will educate residents about vanpooling incentives and how they can combine MTC's 511 Bay Area Vanpool Program subsidies with the VTA vanpool subsidies. Commuters starting and ending their commutes in Santa Clara County will receive **up to $900 per month,** discounted from their group vanpool costs.

TP13 – PROVIDE RIDE-SHARING PROGRAMS (1 POINT)

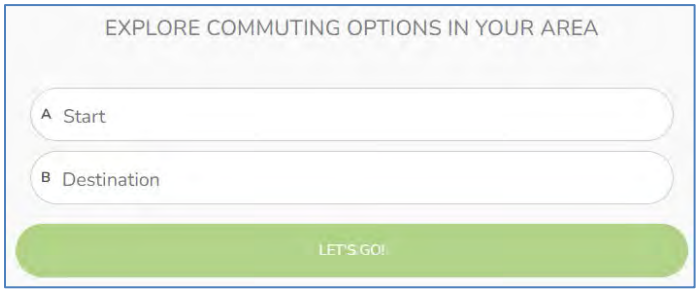
The transportation coordinator will encourage carpooling and vanpooling at the project. Residents will receive 511 resources and promotions.

Home-End Uses
Provide a ride-matching service or platform to match Project residents interested in carpooling or vanpooling with similar commute patterns.

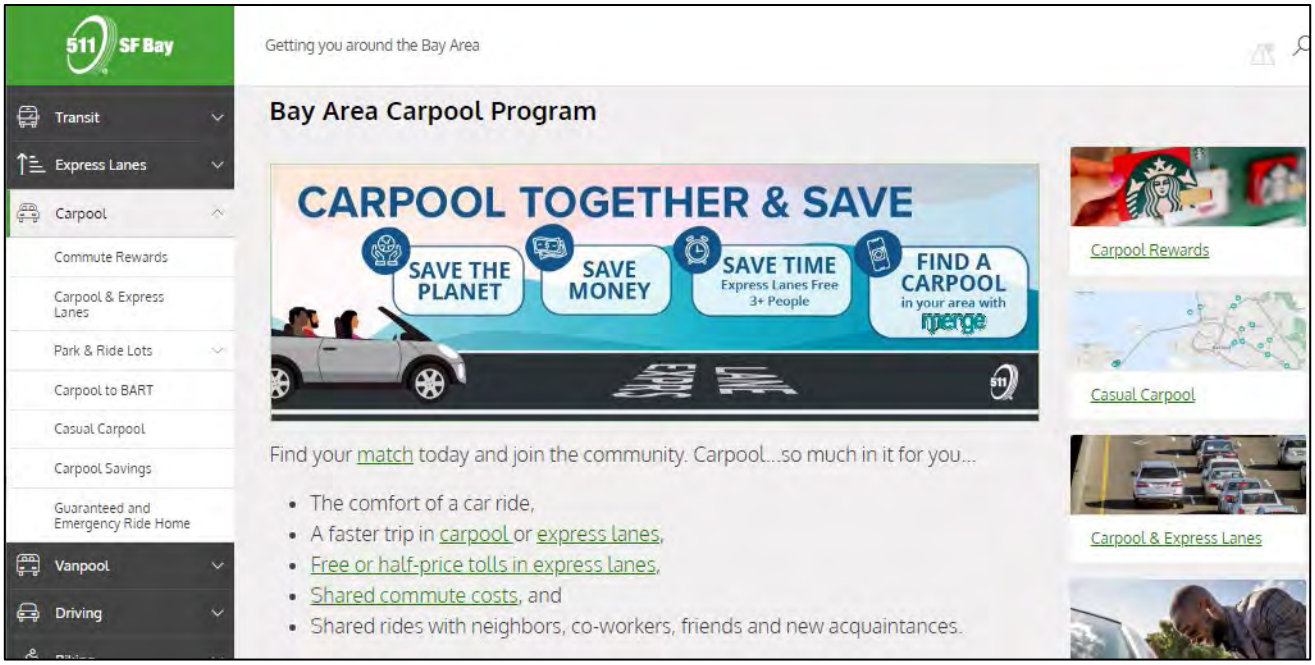
1 Point: Encourage enrollment of all Project residents in the VTA Smart Commute Carpool and Vanpool Programs or other online ride-matching services that connect them through a secure network to post and search for shared rides.

HOAs/Property owners must submit copies of active enrollment with a ride-matching platform and provide any informational materials distributed that describe the program as attachments to their annual TDM Plan Compliance Forms.

The VTA Smart Commute program provides individuals with a computerized list of other commuters near their employment, residential ZIP code, the closest cross street, phone number, and hours commuters are available to commute to and from work. Individuals can then select and contact others they wish to match for a ride. The prospective carpooler will receive a list of existing carpools and vanpools from their residential area to join should vacancies exist.



Other Online Commuter Resources



TP15 – PROVIDE TRAVEL BEHAVIORAL INTERVENTIONS (2 POINTS)

The HOA or Transportation Coordinator will host an annual on-site Travel Behavior Intervention event, including educational activities and personalized commute planning.

Home-End Uses

Provide targeted behavior intervention to help individuals identify their travel options and offer custom recommendations based on their work schedule, commitments before and after work, and other important factors. The program includes one-on-one counseling, personalized commute planning, experiential learning events, and other interventions to promote users' awareness, motivation, and actions.

2 Points: Provide at least (2) targeted behavioral interventions to all Project residents annually.

- Personalized commute planning
- Other targeted behavior interventions (educational workshop)

HOAs/Property owners must submit copies of invoices for all service-cost expenses and any informational materials distributed to their residents that describe the program as attachments to their annual TDM Plan Compliance Forms.



The resident Travel Behavioral Intervention event will be designed and focused on an initiative to foster positive changes in travel-related behaviors. The event will combine educational strategies, interactive experiences, and engagement to encourage residents to adopt more sustainable and efficient travel practices, reducing their environmental footprint and promoting a healthier lifestyle.

The HOA will produce or outsource the event planning and execution to professional Transportation Coordinators. The event will occur on the weekend and will include the following activities:

- **Educational Component:** Residents participate in interactive gatherings that provide information about sustainable travel options, the benefits of alternative transportation methods, and the environmental impacts of various travel choices. Experts might be invited to present on cycling, carpooling, public transportation, and walking. Representatives from VTA will be asked to attend.

- **Engagement Component:** Residents are encouraged to share their experiences, challenges, and success stories about changing their travel behaviors. Sharing creates a sense of community support and motivation for positive change.

- **Personalized Travel Plans:** Residents can work with travel behavior specialists who help them create customized travel plans. These plans consider individual preferences, work schedules, and local transportation options to make sustainable choices more feasible.

TP18 – PROVIDE VOLUNTARY TRAVEL BEHAVIOR CHANGE PROGRAM (2 POINTS)

A TDM/Transportation Coordinator will implement a voluntary travel behavior change program, including an annual resident travel survey and year-round communications. When commuter-related questions arise, the Transportation Coordinator will be a point of contact for residents.

Home-End Uses
Provide a voluntary travel behavior change program that targets attitudes and behaviors towards travel and helps individuals analyze and alter their travel choices. The program features mass communication campaigns such as resident travel surveys, green trip competitions, resident recognition, and web-based tools that promote cost savings and pro-environmental and pro-healthy impacts of travel choices.

2 Points: Provide two (2) travel behavior change programs to all Project residents annually.

- Resident community travel surveys: Investigate people's travel modes, trip purpose, trip frequency, and perceptions toward alternative travel options, routes, services, and benefits.
- Other mass communication campaigns.

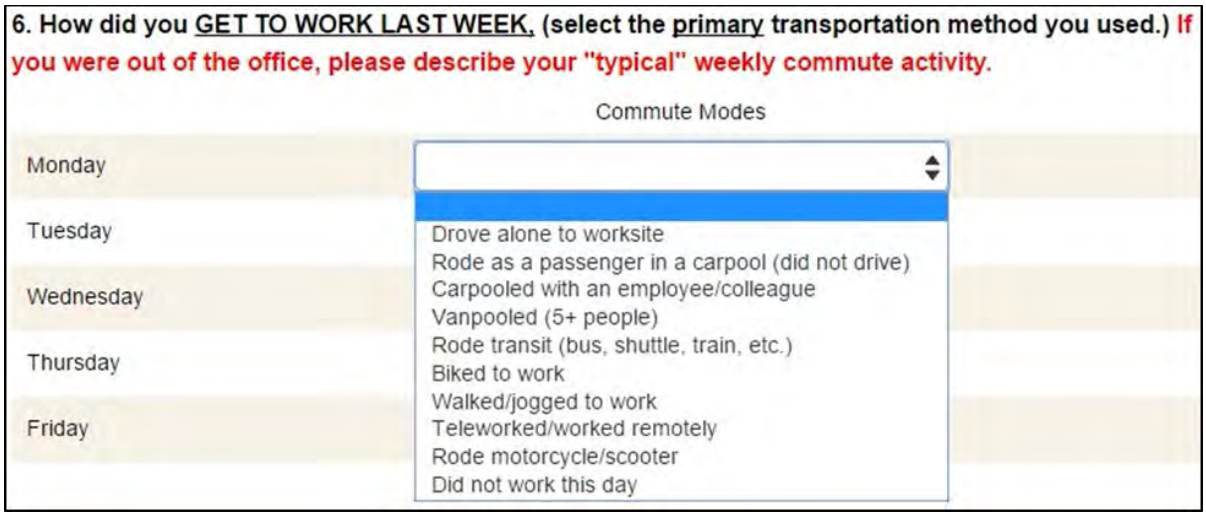
HOAs must submit copies of invoices for all service-cost expenses and any informational materials distributed to their residents that describe the program as attachments to their annual TDM Plan Compliance Forms.

The coordinator will ensure that residents know all transportation options, receive mass communication campaigns, and participate in travel surveys. Below are descriptions of the Travel Behavior Change activities.

Resident Travel Survey

Each year, a five-day commute survey will evaluate the success of the TDM measures. Survey data will inform where to focus ongoing TDM marketing on maintaining the project's commitment to

reduce vehicle trips at the site. Below is a survey sample question asking residents about their daily commute activities.



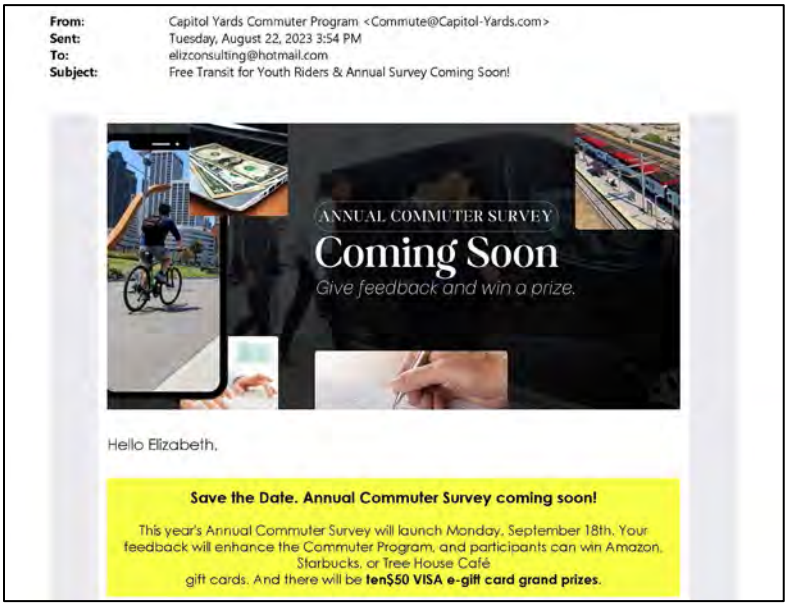
The TDM survey report will determine resident commuting methods. The summarized results from the resident survey will provide quantitative data (e.g., mode split) and qualitative data (e.g., resident perception of alternative transportation programs). The initial annual resident and resident survey (and subsequent surveys) will be conducted in each year's second or fourth quarter.

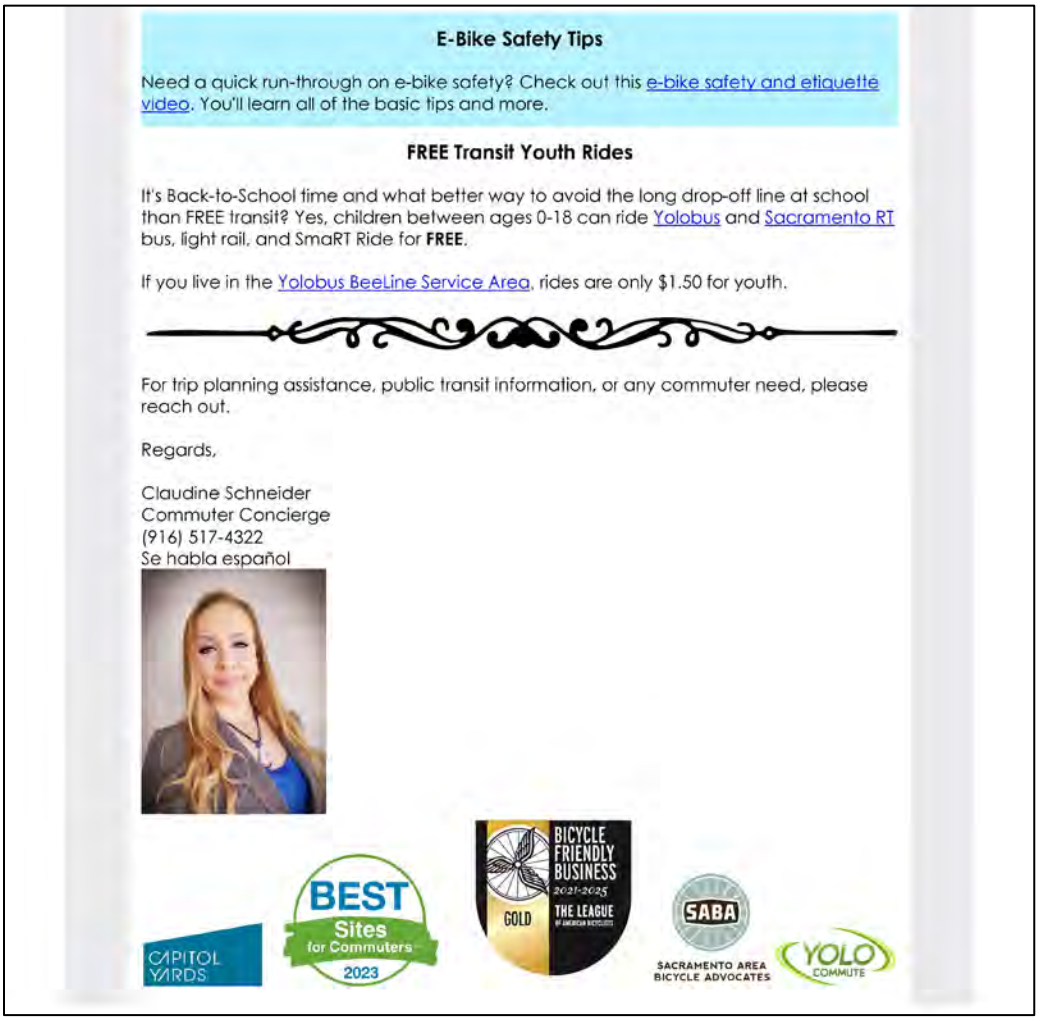
Submitted to the City two years after project occupancy and every year after that will be the commuter survey monitoring report as part of the annual TDM Plan Compliance Form.

Mass Communication Campaigns

Resident communications may include emails and newsletters, postcards, and fliers. Below are sample images of sample mass communication.


Ice Cream Social
Saturday, March 29, 2024
12-2 P.M.
Make your Saturday even sweeter with a complimentary sweet treat from 5670 Camden Ave. commuter program ice cream truck
RSVP for an ice cream ticket
commuter@5670camdenave.com


From: Capitol Yards Commuter Program <Commute@Capitol-Yards.com>
Sent: Tuesday, August 22, 2023 3:54 PM
To: elizconsulting@hotmail.com
Subject: Free Transit for Youth Riders & Annual Survey Coming Soon!
ANNUAL COMMUTER SURVEY
Coming Soon
Give feedback and win a prize.
Hello Elizabeth,
Save the Date. Annual Commuter Survey coming soon!
This year's Annual Commuter Survey will launch Monday, September 18th. Your feedback will enhance the Commuter Program, and participants can win Amazon, Starbucks, or Tree House Café gift cards. And there will be ten$50 VISA e-gift card grand prizes.


E-Bike Safety Tips
Need a quick run-through on e-bike safety? Check out this e-bike safety and etiquette video. You'll learn all of the basic tips and more.
FREE Transit Youth Rides
It's Back-to-School time and what better way to avoid the long drop-off line at school than FREE transit? Yes, children between ages 0-18 can ride Yolobus and Sacramento RT bus, light rail, and SmaRT Ride for FREE.
If you live in the Yolobus BeeLine Service Area, rides are only $1.50 for youth.
For trip planning assistance, public transit information, or any commuter need, please reach out.
Regards,
Claudine Schneider
Commuter Concierge
(916) 517-4322
Se habla español
CAPITOL YARDS
BEST Sites for Commuters 2023
BICYCLE FRIENDLY BUSINESS 2021-2025 GOLD THE LEAGUE
SABA SACRAMENTO AREA BICYCLE ADVOCATES
YOLO COMMUTE

SECTION IV – TDM MONITORING AND REPORTING

MONITORING

A comprehensive program of TDM measures and incentives can reduce parking demand, traffic, and air pollution, creating a more sustainable employment environment while freeing up valuable land for higher and better uses. Attached is a Residential TDM Checklist summarizing this project's applicable measures and showing how the project meets the city's trip reduction requirement. Evaluating the 5670 Camden Avenue Commute Program's performance and success through monitoring and reporting is essential to ensuring TDM measures are implemented and effective.

Annual TDM Plan Compliance Documentation

The Project's TC shall be responsible for enforcing continual compliance with the requirements of the TDM Program and providing the city with annual TDM Plan Compliance Documentation.

If requested, the HOA shall allow city staff access to relevant portions of the property to conduct site visits, inspect physical improvements, collect empirical data, and/or facilitate phone and/or digital surveys with residents. City staff shall provide advance notice of the access request.

No Expiration of TDM Document or Programs

All measures in this TDM document will continue to be implemented by the Applicant on an ongoing basis. This plan has no expiration, and the City of San Jose may conduct periodic on-site auditing.

The project CC&Rs will also include trip reduction language highlighting the homeowner's responsibilities to participate in the annual transportation survey. The CC&Rs (Covenants, Conditions, and Restrictions) will provide guidelines and regulations that govern the behavior and responsibilities of homeowners within the community. The trip reduction language in the CC&Rs will highlight the homeowner's responsibilities to participate in the annual transportation survey.

A. Throughout the project's lifetime, the project will maintain TDM Strategies selected from the TDM Program Guidelines, sufficient to achieve the required Point Target per Table 20-255. The project's lifetime shall mean until the project is demolished or at such time as the project is added to or replaced with a new project subject to the requirements of this part. The project shall:

    1. Applicants shall execute and record a Covenant and Agreement that runs with the land, that an approved TDM Plan and the TDM Strategies contained therein will be maintained throughout the project's lifetime. A TDM Plan may be modified at the discretion of the TDM Coordinator according to Section 20.90.910.C. No Building Permit shall be issued to a Project without an approved TDM Plan and recorded Covenant and Agreement.

a. Implement the TDM Strategies in the project's approved TDM Plan throughout the project's lifetime.

b. The owner of a property, or their designee, that contains a project subject to a TDM Plan according to this Section shall submit annually to the TDM Coordinator a TDM Plan Compliance Documentation that includes:

   i. Documentation showing maintenance of the TDM Strategies in the project's approved TDM Plan.

   ii. Upon five consecutive years of a Project submitting timely TDM Plan Compliance Documentation demonstrating compliance with the TDM Program, the annual TDM Plan Compliance Documentation requirement may be reduced in frequency or waived at the discretion of the TDM Coordinator.

Source: San Jose Zoning Code 20.90.910 Standards.

Trip Cap

A "trip cap" will be implemented, and annual driveway counts will be conducted as part of the yearly monitoring requirements. Based on the project trip generation estimates in the Transportation Analysis prepared the project will have a trip cap of 47 gross AM peak hour vehicle trips and 56 gross PM peak hour vehicle trips. A traffic engineering firm must prepare the annual monitoring report and demonstrate that the actual project trip generation is within 10 percent of the trip cap. If the project does not conform to the established trip cap, the project may add TDM measures to meet the trip cap. A follow-up monitoring report is required within six months after implementing any new TDM measure. If the project is still not conformed, penalties will be assessed per Council Policy 5-1 (see Violations section below).

Violations

Failure to maintain one or more TDM strategies violates the city code.

- Any violation of this part shall be punishable by an administrative citation per the procedures outlined in Chapter 1.15 of Title 1 of this Code relating to issuing administrative citations, imposing administrative fines, the right to appeal, and the right to an administrative hearing.
- The amounts of the fines for violations imposed according to this part shall be outlined in the schedule of fines established by resolution of the City Council.
- A violation of this part is also enforceable through all other civil and administrative remedies available to the city.

Source: San Jose Zoning Code 20.90.920 Compliance and Enforcement.

ATTACHMENTS

San Jose's TDM Checklist
List of Nearby Amenities
Sample Resident Trip Reduction Pledge
Guaranteed Ride Home Program Flier
TDM Specialists, Inc. Qualifications

SAN JOSE'S TDM CHECKLIST

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY
Planning, Building and Code Enforcement

PLANNING DIVISION 07/04/2023 SUBJECT TO CHANGE

TRANSPORTATION DEMAND MANAGEMENT (TDM) CHECKLIST

This checklist is supplemental to a Development/Use Application. Effective April 10, 2023, the City of San Jose no longer mandates minimum parking requirements for development proposals. Instead, per Municipal Code 20.90, a Transportation Demand Management (TDM) Plan is required for non-exempt projects. This checklist verifies projects that are exempt from a TDM Plan and for projects that are not exempt, it facilitates the creation of a TDM Plan. Learn more at our Parking and TDM Ordinance webpage. See also the City's:
Transportation Anslysis Handbook.

Exempt projects. Generally, smaller projects such as those listed below are exempt; Section 2 of this checklist will help confirm the exemption. If exempt, you do not need to complete Section 3 of the form, but you must still enter your contact information at the end of the form. Exempt:

· Commute-End Uses (such as offices) that are new/add less than 10,000 square feet.
· Visit-End Uses (such as retail, restaurants, personal services) that are new/add less than 100,000 square feet.
· Residential-End Uses that are less than 25 multifamily units or are single-family detached units
· Other Uses (most industrial uses) that are new/add less than 30,000 square feet.

Non-exempt projects. If your project is not exempt, section 3 of this checklist facilitates a TDM Plan for the project. Please also view Table 20-190 for the requirements for your specific type of project.

For questions:

Speak with a City Planner at **408-535-3555**; see phone service hours at: www.sanjoseca.gov/Planning
Para información en español, comuníquese con un Planificador de la ciudad al **408-793-4100**
Để được hỗ trợ, nói chuyện với Người lập kế hoạch thành phố tại **408-793-4305**.

INSTRUCTIONS

As directed by a City Planner, complete this form and submit it with your Development/Use Permit Application.

1. PROPERTY INFORMATION

ASSESSOR'S PARCEL NUMBER/S:	*567-28-001*

2. PROJECT DESCRIPTION

Enter the units and/or added* square footage for each type of use listed below that is applicable to your project. Leave blank any uses that are not applicable. For non-exempt projects, this checklist will auto-calculate the points you must achieve (see section 3) for your type of project.

*Added and/or changed square footage includes both new square footage and remaining square footage that is being converted from one TDM Use Category to another.

A. HOME-END USES	PROJECT SIZE (# of units)	POINT TARGET/EXEMPT
One-family Dwelling	108	*This project requires 25 TDM points*
SELECT ONE (IF APPLICABLE)	0	
SELECT ONE (IF APPLICABLE)	0	
Total	108	*25*

B. COMMUTE-END USES	PROJECT SIZE sq ft	# units (hotel only)	# of students (school only)	POINT TARGET/EXEMPT
SELECT ONE (IF APPLICABLE)	0	0	0	
SELECT ONE (IF APPLICABLE)	0	0	0	
SELECT ONE (IF APPLICABLE)	0	0	0	
Total	0	0	0	

C. VISIT-END USES	PROJECT SIZE (SQ FT)	POINT TARGET/EXEMPT
SELECT ONE (IF APPLICABLE)	0	
SELECT ONE (IF APPLICABLE)	0	
SELECT ONE (IF APPLICABLE)	0	
Total	0	

D. OTHER USES	PROJECT SIZE (sq ft)	POINT TARGET/EXEMPT
SELECT ONE (IF APPLICABLE)	0	
SELECT ONE (IF APPLICABLE)	0	
SELECT ONE (IF APPLICABLE)	0	
Total	0	

3. TDM PLAN

For each column that is a use that applies to your project, leave at "0" or click on the drop down menu from "0" to select the value that corresponds to the number of measures that you plan to implement. This checklist will then auto-calculate your TDM points and indicate if you are achieving the required points for your type of project.

Descriptions for each measure can be found by clicking on the links shown below.

		Points Values	Home-End Uses	Commute-End Uses	Visit End Uses	Other Uses
	TOTAL TDM POINTS NEEDED		25	0	0	0
	A. PROJECT CHARACTERISTICS					
PC03	Provide Affordable Housing	1 - 4	1	n/a	n/a	n/a
	B. MULTIMODAL NETWORK IMPROVEMENTS					
MI01	Provide Bike Network Improvements	1 - 4	0	0	0	0
	Cost of measure		$ -	$ -	$ -	$ -
MI03	Provide Transit Network Improvements	1 - 4	0	0	0	0
	Cost of measure		$ -	$ -	$ -	$ -

MI04	Provide Residential Street Improvements	1 - 4	1	0	0	0
	Cost of measure		$ 108,000	$ -	$ -	$ -
MI05	Provide Pedestrian Network Improvements	1 - 4	3	0	0	0
	Cost of measure		$ 324,000	$ -	$ -	$ -
	C. PARKING					
PK01	Off-Street Vehicle Parking Spaces (please enter):		*243*	*enter #*	*enter #*	n/a
	Project Size:		108	0	0	n/a
	Vehicle Parking Ratio:		2.25	n/a	n/a	n/a
	Right-size Vehicle Parking Supply	1 - 20	10	0	0	n/a
PK02	Provide Bike Parking Facilities	1 - 2	2	0	0	n/a
PK03	Provide Shared Parking	1 - 2	0	0	0	n/a
	D. PROGRAMMATIC TDM					
TP01	Provide School Pool Programs	1	1	n/a	n/a	n/a
TP02	Provide Bike Share Stations	1 - 2	0	0	0	n/a
TP03	Provide Car Share Station	1 - 4	0	0	0	n/a
TP04	Provide Education, Marketing & Outreach	1 - 2	2	0	n/a	n/a
TP05	Join Transportation Mgmt. Association (TMA)	See Note	See Note	See Note	See Note	n/a
TP06	Provide Parking Cash-out	2	n/a	0	n/a	0
TP07	Provide Transit Subsidies	1 - 8	0	0	0	0
TP08	Provide Flexible Work Schedules	1 - 4	n/a	0	n/a	n/a
TP09	Provide Private Shuttle/ Transit Service	4 - 8	0	0	0	n/a
TP10	Price Workplace Parking	1 - 2	n/a	0	0	n/a
TP11	Provide Alternative Transportation Benefits	1 - 8	0	0	0	0
TP12	Provide a Neighborhood School	2	0	n/a	n/a	n/a
TP13	Provide Ride-Share Programs	1	1	0	n/a	0
TP14	Subsidize Transit Service Upgrade/Expansion	1 - 4	0	0	0	n/a
TP15	Provide Targeted Behavioral Interventions	1 - 2	2	0	0	n/a
TP16	Unbundle Parking Costs from Property Cost	1 - 2	0	n/a	n/a	n/a
TP17	Provide Vanpool Incentives	1 - 4	0	0	0	n/a
TP18	Provide Voluntary Travel Behavior Change Prg.	1 - 2	2	0	0	n/a

Note: Points will be awarded for the TDM programs provided by the TMA. HOAs/Property owners must subscribe to the TMA with payment of annual membership fees.

USER-DEFINED MEASURE

Note: The City will review and assign point values if approved.

TOTAL TDM POINTS NEEDED:	25			
TOTAL TDM POINTS ACHIEVED:	25	0	0	0
	Complete			

4. CONTACT INFORMATION			
APPLICANT NAME:	*Orville Power*		
NAME OF FIRM IF APPLICABLE:	*Mana Investments*		
APPLICANT MAILING ADDRESS:	*5927 Balfour Ct., Suite 208*		
APPLICANT PHONE:	*619-876-6132*	EMAIL:	*op@manainv.com*
APPLICANT'S REPRESENTATIVE:			
REPRESENTATIVE PHONE:		EMAIL:	
TRANSPORTATION CONSULTANT NAME IF ANY:	*Hexagon Transportation Consultants, Inc. (Brian Jackson)*		
CONSULTANT PHONE:	*408-971-6100*	EMAIL:	*bjackson@hextrans.com*

LIST OF NEARBY AMENITIES

LIST OF NEARBY AMENITIES

Restaurants, Cafes/Delis, Coffee, and Bakeries	Phone #	Distance Away
• **Manley's Donut Shop** 5721 Camden Ave, San Jose, CA	408-267-4578	0.20 mi.
• **Malibu Grill & BBQ** 5735 Camden Ave, San Jose, CA	408-448-7300	0.20 mi.
Retail	**Phone #**	**Distance Away**
• **7-Eleven** 5745 Camden Ave, San Jose, CA	408-267-1150	0.20 mi.
Health, Beauty & Fitness	**Phone #**	**Distance Away**
• **Annmary's Healing Hands** 1610 Blossom Hill Rd, Suite 6B, San Jose, CA	408-643-4452	0.10 mi.
• **Silicon Valley Medical Spa** 1604 Blossom Hill Rd, Suite E, San Jose, CA	877-262-5396	0.10 mi.
• **KM Brazilian Nails** 1610 Blossom Hill Rd, Suite 2, San Jose, CA	408-661-2727	0.10 mi.
Services	**Phone #**	**Distance Away**
• **Sun Protective Film (Window Tinting)** 5538 Amby Dr, San Jose, CA	408-656-8120	0.30 mi.
Transportation, Gas, Shipping & Storage	**Phone #**	**Distance Away**
• **ARCO AM/PM** 5755 Camden Ave, San Jose, CA	408-269-7244	0.20 mi.
Daycare	**Phone #**	**Distance Away**
• **Watch Me Grow Daycare** 1615 Almond Blossom Ln, San Jose, CA	408-218-6061	0.20 mi.
• **Escuelita Preschool** 1649 Blossom Hill Rd, San Jose, CA	408-826-2116	0.20 mi.

SAMPLE RESIDENT TRIP REDUCTION PLEDGE

5670 Camden Avenue
Property Owner Acknowledgement & Pledge
Commuter Programs and Sustainable Transportation Goals

San Jose requires the 5670 Camden Avenue flats and townhomes to implement green transportation, mobility, and commuter programs.

Property owners are asked to reduce single-vehicle occupant (SOV) commuter trips. The goal for the site is for residents to achieve a 25 percent average daily trip reduction.

This program aims to reduce our peak period (commute) vehicular trips and maximize public transit, shuttles, carpooling, car-sharing, bicycles, and walking options.

I have received the 5670 Camden Avenue Commuter Resource Flier. The flier includes transportation and commuter information and links to local and regional transportation services and resources. The Homeowners Association will provide additional resources and information.

These benefits include vanpool subsidies, transit planning, ridematching support, bicycle route planning (VTA.org and 511.org), and an on-site electric scooter share program.

My signature below is my pledge to participate in the commuter program and reduce drive-alone commuting whenever possible.

_____
Property Owner Name

_____
Flat or Townhome Address

_____
Phone Number

_____
Email Address

_____
DATE

SAMPLE



GUARANTEED RIDE HOME PROGRAM FLIER

Guaranteed RIDE HOME

DURING AN EMERGENCY*—
IT'S ON US!



Bay Area Air Quality Transportation Fund for Clean Air

Commute with confidence when traveling to work or school using a sustainable transportation mode knowing you have a guaranteed back-up ride during unexpected times. You choose the best way to get home in an emergency and we reimburse your trip.

*Visit ***vta.org/grh*** for program rules and limitations.

What is the Guaranteed Ride Home program?



The Guaranteed Ride Home Program (GRH) is provided by VTA to encourage commuters to use a sustainable mode of transportation to work, college, or adult education classes in Santa Clara County by providing a reimbursement ($$$) on the cost to get home in the event of an emergency. Participants may request a GRH reimbursement due to qualifying events such as: personal injury/illness, home emergency, childcare/eldercare emergency, vanpool vehicle breaks down, bike/scooter breaks down, bike/scooter is stolen, participant is required to work unexpected overtime, or if the last transit trip of the day is cancelled. The GRH program reimburses commuters who choose public transportation, an employer-provided shuttle, carpool, vanpool, micro-transit, bicycle or walk to work or college in Santa Clara County.

Visit ***vta.org/grh*** for more information.

Who is eligible for a GRH reimbursement?

- Must be 18 years or older
- Must work in Santa Clara County or attend a post-secondary school/college in Santa Clara County
- Must have used a sustainable transportation mode to get to work or school on day GRH is needed
- Must have a VTA GRH account at the GRH portal

What types of emergencies are eligible for a qualified GRH trip?

- Personal or family illness, injury or emergency
- Home emergency
- Eldercare or daycare emergency
- Bicycle/e-scooter theft or breakdown
- Unforeseen change of work schedule (supervisor verification will be required)
- Carpool/shuttle partner emergency/cancellation resulted in loss of ride home
- Local air quality index exceeds 300

What types of trips or reasons are not covered?

- Typical transit delays
- Worker strikes
- Personal errands or appointments
- Ride to work or school
- Carpool app provider cannot find a match to get the commuter home
- Non-emergency side trips
- Business-related travel
- Transportation to a doctor or hospital resulting from an on-the job injury

What mode of transportation can I use for my GRH trip?

- Taxis
- Rental cars (including insurance and tolls)
- Carshare vehicles (including insurance and tolls)
- Transportation network companies (Lyft, Uber, etc.)
- Public transportation
- Shared bicycle or e-scooter provider (micro-transit)

Fuel and gratuity are not eligible for reimbursement.

How do I request a reimbursement?

VTA GRH participants may redeem a GRH reimbursement request via the GRH participant portal. Participants must complete the questionnaire provided in the reimbursement request and provide GRH trip receipt(s) and accompanying information to receive reimbursement. Reimbursement requests must be submitted within 30 days of GRH trip. Visit ***vta.org/grh*** for program rules and limitations.

TDM SPECIALISTS, INC. QUALIFICATIONS

TDM SPECIALISTS, INC.

A Transportation Demand Management Company











We are planners and technical experts focused on development projects and improving employee mobility options.

Our Transportation Demand Management (TDM) planning solutions reduce vehicle traffic, parking demand, greenhouse gases, and air pollution impacts. We work successfully with developers, employers, and government agencies to get TDM Plans approved and projects entitled. We also implement and manage on-site commuter programs and achieve required TDM goals.

"We have finished the review of the Draft TDM. First let me say, that was the best TDM I have ever seen! The best by a large margin...a fantastic TDM Plan. Thank you so much."

Steve Lynch, AICP, Senior Planner, City of Santa Clara, California

Our TDM practitioners provide full-service commute and traffic mitigation, sustainable LEED planning, and air quality conformity. Serving as an extension of client staff, we provide a broad range of services to get the job done efficiently while meeting the unique needs of the client and specific jurisdiction.

Transportation Demand Management

TDM Specialists develop Transportation Demand Management plans, traffic mitigation plans, and sustainable programs that address green commuting, mobility, and constrained parking issues. The purpose of TDM is to promote more efficient utilization of existing transportation facilities, reduce traffic congestion and mobile source emissions, and ensure that projects are designed in ways to maximize the potential for alternative transportation use.

Commute Program Implementation

We have a proven track record of getting employees out of their cars. As projects are built and occupied, TDM Specialists can develop the structure, outreach and promotions necessary to implement and manage employee Commute Programs. The initial start-up, implementation, and ongoing management of the Commute Program are designed to meet TDM or trip reduction objectives and requirements. The overarching goal of a Commute Program is to enhance the quality of life and reduce commute trips for project employees.

Quality of life improvements can enhance employee recruitment, morale and retention, and increase productivity that create positive benefits for businesses.

Sustainable Air Quality and Greenhouse Gas (GHG) Solutions

TDM Specialists successfully implements trip reduction programs tailored to fit the project, and can typically reduce employee trips to the site by 30 percent. This results in reduced drive alone trips and complies with requirements to reduce project GHG impacts. We coordinate the mechanisms to calculate and report these results to appropriate agencies.

Contact:
Elizabeth L. Hughes
Senior Transportation Manager

TDM Specialists, Inc.
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Carmichael, CA 95608

(408) 420-2411
elizabeth.hughes@tdmspecialists.com



TDM SPECIALISTS, INC.

A Transportation Demand Management Company

Areas of Expertise

Traffic Mitigation

TDM/TSM Mitigation Plans
TDM Employer Training
Commute Program Development
Commute Program Management
Commute Program Audits
Commuter Surveys
Transportation Fairs and Events
Car Management Strategies
Shuttle Programs
TMA Management

Parking Mitigation

Parking Demand Reduction
Parking Management Strategies
Parking Constraints Solutions

Entitlement

Project Support
Strategic Counsel
Critical Response Support
Environmental (EIR) Mitigation
(Air Quality and Transportation)

Sustainability

Greenhouse Gas Emission Reductions
Supporting LEED Components
Air Quality Mitigation Plans

TDM Applications

- Office or R&D buildings
- Corporate Headquarters/Campus
- Master Plan projects
- Specific Plans
- Business Parks
- Hospitals/Medical Offices
- Retail/Shopping Centers
- Residential (multi family, single family, hi-rise, etc.)
- Special Events
- Recreation
- Universities and Colleges
- Warehouse and Manufacturing
- Airports and Transit Stations

Development, Property Management and Employer Projects

- Facebook
- Genentech
- NVIDIA
- SAP Labs
- Intel Folsom
- Intel Santa Clara
- Nokia
- Yahoo! Inc.
- NetApp
- VMware
- McClellan Business Park
- Juniper Networks
- Sunnyvale City Center
- Marvell
- Access/Palm Source
- Alexandria Real Estate Equities
- Oyster Point Business Park
- Metro Air Park
- Raley Field
- Moffett Park Business and Transportation Association
- Intuitive Surgical
- The Allen Group
- Spieker Properties
- HCP, Inc.
- Granite Regional Park
- Hyatt Place Hotel – So. San Francisco
- So. San Francisco Business Center
- Masonic Homes of California
- Fairview River Landing
- Donahue Schriber
- BioMed Realty Trust
- Panattoni Development
- Taylor Properties Development Co.
- SKS Investments, LLC
- Shorenstein
- LBA Realty
- Jones Lang LaSalle
- California Farm Bureau
- California Highway Patrol
- Separovich • Domich
- Newell Real Estate Advisors
- Linkedin
- Menlo Equities, LLC
- TMG Partners
- The Minkoff Group
- Arnell Enterprises, Inc.
- The Pollock Financial Group
- Wolff Enterprises

Municipal & Agency Locations

- Sacramento Area Council of Governments
- California Highway Patrol
- County of Sacramento, Dept. of Human Services
- City of South San Francisco
- City of Mountain View
- City of Santa Clara
- City of Sunnyvale
- State of California, Dept. of General Services
- San Mateo City/County Association of Governments
- City of Union City
- Cal PERS
- Cal STRS
- Ogden City, UT
- City of Brisbane
- Grand Rapids Interurban Transit, MI
- City of Citrus Heights
- University of California San Diego West Campus
- Sacramento County International Airport

Biotech, Pharmaceutical and Hospital Projects

- Genentech
- Amgen
- Rigel
- Takeda
- Onyx Pharmaceutical
- University of California San Diego, East Campus Medical Center
- Sutter Medical Center, Sacramento
- Mercy General Hospital
- Mercy San Juan Medical Center
- Enloe Medical Center
- Intuitive Surgical
- Blood Source
- Eclipsys, MA
- Counsyl, Inc.
- Theravance, Inc.

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