1921 & 1927
West San Carlos St

Local Transportation Analysis
2nd Submittal

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Prepared for

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

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EXECUTIVE SUMMARY

This transportation study evaluates transportation operations and site circulation conditions for the proposed 1921 and 1927 West San Carlos Street (APN 274-17-018 and 274-41-019) project in the City of San José. The project site is in unincorporated Santa Clara County, California. The current County zoning for the site is General Commercial (CG). The Project site would be annexed into the City, along with adjacent street.

The Project would construct a 7- story, 94- unit affordable, mixed-income housing development serving families in the West San Carlos Urban Village Plan area. The Project will also include approximately 1,946 square feet for retail and approximately 10,483 square feet of common open space for residents. The Project will also have a food pantry and courtyard space on the second-floor podium level. The upper floors will accommodate the resident and manager units and will have a laundry room on each floor.

Main access to project site is proposed through two driveways via Cleveland Ave. and no access is proposed via West San Carlos St. The southern driveway will primarily be used to access parking for retail land use and the northern driveway will be primarily for residential land use.

The potential adverse effects of the project were evaluated in accordance with the standards and methodologies set forth by the City of San José. Based on the City of San José's Transportation Analysis Policy (Policy 5-1) and the 2023 Transportation Analysis Handbook, the transportation analysis report for the project includes local transportation analysis (LTA). The LTA identifies transportation operational issues via an evaluation of weekday AM and PM peak-hour traffic conditions for four (4) study intersections near the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit, bicycle, and pedestrian access.

CEQA Transportation Analysis

The housing component would meet the screening criteria for VMT analysis exemption as a residential project in a planned growth area near high-quality transit and with transit-supportive residential density. The retail square footage would meet the screening criteria of local-serving retail with 100,000 square feet if total gross floor area or less without drive-through operations. Therefore, a CEQA Transportation Analysis is not required.

Local Transportation Analysis

Project Trip Generation

Trip generation for the proposed project land uses was calculated using average trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (September 2021).

Per the 2023*Transportation Analysis Handbook*, applicable trip generation reduction credits were applied to the project. Development of the proposed project with all applicable trip reductions and credits is anticipated to generate a net total of 485 additional daily trips, 45 AM, and 48 PM peak hour trips to the roadway network.

Intersection Traffic Operations

Intersection turning movement count data collected on a typical weekday during the month of November 2023 was used for all study intersections. Traffic conditions for each study intersection was analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily

congested traffic on a typical weekday. The study intersections were assessed under Existing, Background, and Background Plus Project scenarios. The City of San José intersection level of service standards and significance thresholds were used to determine adverse effects caused by the project.

Adverse Effects and Improvements

Based on City intersection operation threshold criteria described in Section 1, the project is not anticipated to generate an adverse effect to the study intersections during the Background Plus Project scenarios.

The project will improve the existing sidewalks along project's frontage along Cleveland Ave and San Carlos St per City standards and provides direct pedestrian access to the proposed site from existing sidewalks. The project is not anticipated to generate an adverse effect to the existing pedestrian network during the Project scenario. However, to further enhance the existing pedestrian facilities, the project may be required to contribute a monetary contribution toward a potential future enhanced pedestrian crosswalk at the intersection of San Carlos St / Vaughn Ave.

Per the San José 2025 Better Bike Plan, the City is planning to enhance the bicycle facilities within the vicinity of the project site, to include Class IV bike lanes along the project frontage identified above. Per direction from the City, the project applicant will provide an in-lieu monetary contribution (of $144 per LF) for the future Class IV protected bike lanes along San Carlos St frontage.

The project is well served with transit facilities within its vicinity, which includes VTA bus routes 23 and 523. The project is not expected to generate significant number of transit trips and the project is not anticipated to generate an adverse effect to the existing transit network during the Project scenario.

Vehicle Site Access and Circulation

Main access to project site is proposed through two driveways via Cleveland Ave. and no access is proposed via West San Carlos St. The southern driveway will primarily be used to access parking for retail land use and the northern driveway will be primarily for residential land use.

Passenger vehicles, garbage trucks, and emergency vehicles are able to circulate and access the project site without conflict.

Pedestrian, Bicycle, and Transit Site Access

The project will provide on-site pedestrian and bicycle facilities and provide transit access to the existing facilities along San Carlos St within the vicinity of the project site. Pedestrian and bicycle improvements include sidewalk along Cleveland Ave and bike racks for parking. Access to transit facilities within the vicinity of the project site is provided via existing network of sidewalks and crosswalks.

The project is not anticipated to add substantial project trips to the existing pedestrian, bicycle, or transit facilities in the area. Therefore, the project would not create an adverse effect to the existing pedestrian, bicycle, or transit facility operations.

On-Site Vehicle and Bicycle Parking

Pursuant to Section 20.90.900, the residential and retail components would meet the screening criteria for TDM exemptions as a restricted affordable residential project and as a local-serving retail with 100,000 square-feet or less without drive-through operations, respectively. Therefore, a TDM Plan will not be

required. However, a total of 27 vehicle parking spaces for residential component (19 spaces for residents and 8 spaces for staff) and 11 vehicle parking spaces for the retail component are identified for the project site.

Based on these City ratios, the project is required to provide 24 bicycle parking spaces for the residential component and 1 bicycle parking space for the retail component. The project site plan proposes a total parking supply of 50 bicycles parking spaces (48 long-term and 2 short-term) for the residential component and 8 bicycle parking spaces (6 long-term and 2 short-term) for the retail component.

Neighborhood Interface

On-street parking within the vicinity of the project site is prohibited along the west side along Cleveland Avenue. The proposed project provides ample parking and is not anticipated to create an adverse effect to the existing parking condition in the surrounding area.

1 INTRODUCTION

1.1 Project Description

This transportation study evaluates transportation operations and site circulation conditions for the proposed PATH Mixed-Use project in the City of San José. The project site is located at 1921 and 1927 West San Carlos Street (APN 274-17-018 and 274-41-019) in unincorporated Santa Clara County, California. The current County zoning for the site is General Commercial (CG). The Project site would be annexed into the City, along with adjacent street.

It is anticipated that the Project site would be pre-zoned as Commercial Pedestrian (CP) under City of San Jose General Plan and zoning designations. The City's CP District is a district intended to support pedestrian-oriented retail activity at a scale compatible with surrounding residential neighborhoods. This district is designed to support the goals and policies of the general plan related to Neighborhood Business Districts. The CP Commercial Pedestrian District also encourages mixed residential/ commercial development where appropriate and is designed to support the commercial goals and policies of the general plan in relation to Urban Villages.

The existing General Plan designation for the Project site, per the City General Plan, is Mixed Use Commercial, which allows for a maximum density of 50 dwelling units per acre. The Project proposes a General Plan amendment (GPA) to change the land use designation to Urban Village, which would allow for a maximum density of 250 dwelling units per acre and a maximum FAR of 10.0.

The Project would demolish and remove approximately 10,500 square feet of existing buildings, consisting of an automobile tire sales and repair store, mobile wall repair store, piano store, storage buildings and one residential unit. Following this site work, the Project would construct a 7- story, 94- unit affordable, mixed-income housing development serving families in the West San Carlos Urban Village Plan area.

The Project would include 27 residential parking spaces and 11 commercial parking spaces in a ground-floor garage. The project site plan proposes a total parking supply of 50 bicycles parking spaces (48 long-term and 2 short-term) for the residential component and 8 bicycle parking spaces (6 long-term and 2 short-term) for the retail component.

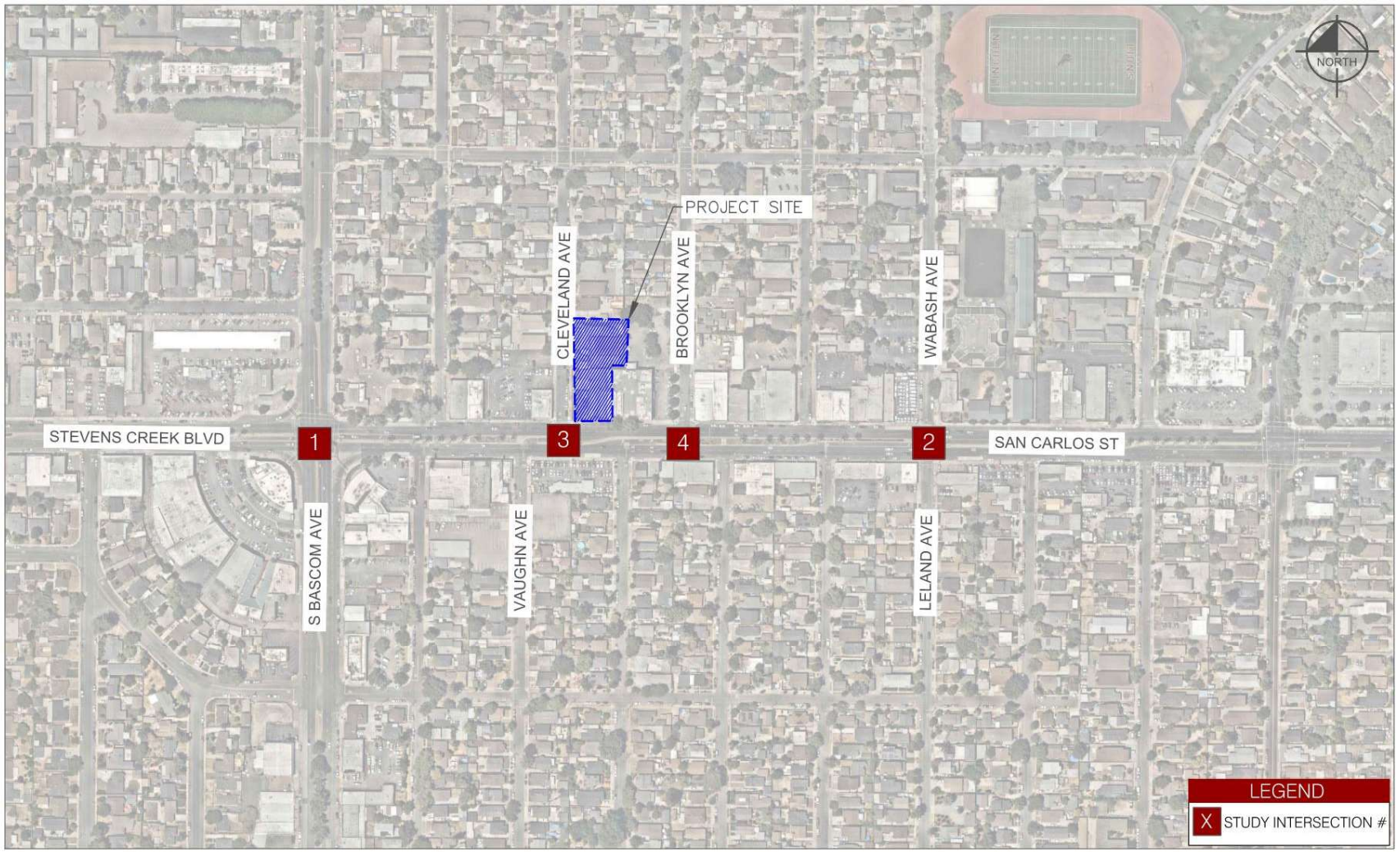
The Project will also include approximately 1,946 square feet for retail and approximately 10,483 square feet of common open space for residents. The Project will also have a food pantry and courtyard space on the second-floor podium level. The upper floors will accommodate the resident and manager units and will have a laundry room on each floor. Main access to project site is proposed through two driveways via Cleveland Ave. and no access is proposed via West San Carlos St. The southern driveway will primarily be used to access parking for retail land use and the northern driveway will be primarily for residential land use.

An overview map showing the project site location is shown in **Figure 1**. Kimley-Horn was retained by the project applicant to provide a traffic operations analysis for the proposed project based on the scope of work approved by the City of San José.

Based on the recently adopted Transportation Analysis Council Policy 5-1, the project will require preparation of a Transportation Analysis (TA) per the 2023 San José Transportation Analysis Handbook. This TA report evaluates several project and transportation criteria including intersection operations,

project trip generation, trip distribution, site access and circulation, drive-thru queuing, parking, bicycle, pedestrian, and transit facilities.

Figure 1: Project Site Location



1.2 CEQA Transportation Analysis Scope

The California Environmental Quality Act (CEQA) was enacted in 1970 to ensure environmental protection through review of discretionary actions approved by all public agencies. For the City of San José, a CEQA transportation analysis requires an evaluation of a project's potential impacts related to VMT and other significance criteria per CEQA and Senate Bill 743 and conform to Council Policy 5-1.

VMT is defined as the total miles of travel by a personal motorized vehicle a project is expected to generate in a day. VMT is calculated 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. For 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. For an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee. For a retail project, the total VMT is estimated with and without the project and the net change in total VMT is attributable to the project. The project's VMT is then compared to the VMT thresholds of significance established based on the average area VMT. A project located in a downtown area with higher density and a diversity of land uses is expected to have a lower project VMT than a project located in a suburban area.

Screening Criteria

The Transportation Analysis Handbook 2023 includes screening criteria for projects that are expected to result in less-than-significant VMT impacts. Projects that meet the screening criteria do not require a CEQA transportation analysis but may be required to provide a Local Transportation Analysis (LTA).

The housing component would meet the screening criteria for VMT analysis exemption as a residential project in a planned growth area near high-quality transit and with transit-supportive residential density. The retail square footage would meet the screening criteria of local-serving retail with 100,000 square feet if total gross floor area or less without drive-through operations. Therefore, a CEQA Transportation Analysis is not required.

Table 1: Screening Criteria for CEQA Transportation Analysis for Development Projects

Project Type	Screening Criteria
Small Infill Projects	• Office projects of 10,000 square feet of gross floor area or less; • Industrial projects of 30,000 square feet of gross floor area or less; • Single-family detached residential projects of 15 or fewer units; • Single-family attached or multi-family residential projects of 25 or fewer units; • Hotel or motel projects of 100 or fewer rooms
Local-Serving Retail	• Retail projects of 100,000 square feet of total gross floor area of less without drive-through [(1)]
Local-Serving Public Facilities	• Branch library, community center, fire station, pumping station, park, police station, or public school projects
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 [(2)] or an existing stop along a high-quality transit corridor [(3)]; AND • **Low VMT:** Located in an area in which the per-capita or per-employee VMT is less than or equal to the threshold of significance for the land use; AND • **Transit-Supportive Project Density**: ○ Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; ○ If located in a General Plan Land Use Designation that has a maximum density below 0.75 FAR, 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 [(4)]
Residential 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 [(2)] or an existing stop along a high-quality transit corridor [(3)]; AND • **Transit-Supportive Project Density**: ○ Minimum of 35 units per acre for residential projects or components; ○ If located in a General Plan Land Use Designation that has 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 [4]
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units [5], 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 [2] or an existing stop along a high-quality transit corridor [3]; AND • **Transit-Supporting Project Density:** ○ Minimum of 35 units per acre for residential projects or components; ○ 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 General Plan Land Use Designation must be met; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure [4]

Notes:

(1) Defined in the Council Policy 6-10, *Criteria for the Review of Drive-through Uses.*
(2) Defined in the Pub. Resources Code § 21064.3 ("Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods").
(3) Defined in the Pub. Resources Code § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours").
(4) Defined in Council Policy 5-1, Appendix A.
(5) Defined in General Plan IP-5.12 as families earning 80 percent or less of the Area Median Income.

The San José City Council voted unanimously on December 6, 2022, to update its parking ordinance to no longer have minimum parking requirements for development proposals and to favor other modes of transportation. The new ordinance is in effect as of April 10, 2023.

Pursuant to Section 20.90.900, the residential and retail components would meet the screening criteria for TDM exemptions as a restricted affordable residential project and as a local-serving retail with 100,000 square-feet or less without drive-through operations, respectively. Therefore, a TDM Plan will not be required. However, a total of 27 vehicle parking spaces for residential component (19 spaces for residents and 8 spaces for staff) and 11 vehicle parking spaces for the retail component are identified for the project site.

Based on CJS Transportation Analysis Handbook the residential land use is exempt under the new TDM parking policy and ordinance per the Restricted Affordable Residential Project parameter.

Affordability

The project would construct a 7-story, 94-unit affordable, mixed-income housing development serving families in the West San Carlos Urban Village Plan area. The proposed project meets the affordability criteria by providing 100% affordable residential units.

High Quality Transit

The proposed project is in vicinity of the high-quality transit corridors. West San Carlos Street is the route to Bus Routes 23 and 523. The Route 23 provides services intervals no longer than 15 minutes during peak commute hours. The existing bus stops at intersection of Bascom Ave/W San Carlos St and W San Carlos St/Wabash Ave/Leland Ave provide service to the route 23 with a frequency service interval of 15 minutes during morning and afternoon peak commute periods. So, the project meets the High-Quality Transit criteria.

Transit-Supporting Project Density

Per transit-supporting project density criteria, the minimum of 35 units per acre for residential projects to meet the City's TDM program. This project would construct a total number of 94 dwelling units in a 0.56 acres property which meets the criteria mentioned above.

Since all the criteria under the restricted affordable residential projects or components are met, it can conclude that project is exempt under the new TDM parking policy and ordinance.

1.2 Local Transportation Analysis Scope

A Local Transportation Analysis (LTA) evaluates the effects of a development project on transportation, access, circulation, and related safety elements in the proximate area of the project. A LTA also establishes consistency with the General Plan policies and goals through the following three objectives:

1. Ensures that a local transportation system is appropriate for serving the types, characteristics, and intensity of the surrounding land uses;
2. Encourages projects to reduce personal motorized vehicle-trips and increase alternative transportation mode share;
3. Addresses issues related to operation and safety for all transportation modes, with trade-offs guided by the General Plan Street typology.

For this project, the LTA was assessed per the guidelines established in the 2023 San José Transportation Analysis Handbook and the Local Transportation Analysis work scope for '1921 W. San Carlos St – PATH Mixed-Use' dated November 30, 2023.

The LTA study to identify potential traffic adverse effects was evaluated per the standards and guidelines set forth by the City of San José and the Santa Clara Valley Transportation Authority (VTA) which administers the County Congestion Management Program (CMP). A project is required to conduct an intersection operations analysis if the project is expected to add ten (10) or more vehicle trips per peak hour per lane to a signalized intersection that is located within half a mile of the project site. Study intersections for the project were selected in consultation with City staff and in accordance with the VTA's TIA Guidelines. The following four (4) intersections studied in this TA are listed below.

1. S. Bascom Ave / Stevens Creek Blvd / W. San Carlos Blvd
2. Wabash Ave / Leland Ave / W. San Carlos Blvd
3. San Carlos St/ Cleveland Ave / Vaughn Ave
4. San Carlos St / Brooklyn Ave

Study Scenarios

Traffic conditions for each study intersection were analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under the following study scenarios.

- **Existing Conditions**: Existing AM and PM peak-hour traffic volumes, intersection geometry, and traffic control based on Year 2023 traffic count data.

- **Background Conditions**: Peak-hour traffic volumes based on Existing conditions and adding City Approved Trip Inventory (ATI) traffic volumes from City of San José database to the Existing roadway geometry and traffic control. The ATI volumes represent approved but not yet constructed developments in the vicinity of the project study area.
- **Background Plus Project Conditions**: Peak-hour traffic volumes based on Background conditions and adding the net vehicle trips from the proposed 1921 W. San Carlos St – PATH Mixed-Use project to the Background roadway geometry and traffic control. The Project scenario is compared to the Background conditions for determining project traffic adverse effects.

Intersection Level-of-Service Criteria and Thresholds

Analysis of potential adverse effects at roadway intersections is based on the concept of level-of-service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS A (best) represents minimal delay, while LOS F (worst) represents heavy delay and a facility that is operating at or near its functional capacity. LOS for this study was based on the Highway Capacity Manual (HCM) 2000 methodology with TRAFFIX software. This methodology is used by the City of San José for CMP-designated intersections and determining average intersection vehicle delay measured in seconds. The City of San José does not have any formally adopted LOS standard for unsignalized intersections; LOS would generally only be used to determine the need for modification in the type of intersection control. The standards used by the City of San José to measure signalized intersection operations are summarized below in Error! Reference source not found..

Table 2: Intersection Operation Standards at Signalized Intersections

Operations Standard	Descriptions	Average Control Delay (seconds/vehicle)
A	Operations with very low delay occurring with favorable progress and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	Between 10.1 and 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	Between 20.1 and 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	Between 35.1 and 55.0
E	Operations with high delays indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	Between 55.1 and 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	Higher than 80.0

Project adverse effects are determined by comparing baseline conditions to those scenarios with the proposed Project. Adverse effects for intersections are created when traffic from the proposed Project causes the LOS to fall below the maintaining agency's LOS threshold or causes deficient intersections to deteriorate further, per the criteria indicated below.

City of San José LOS Threshold
The City's acceptable intersection operations standard is LOS "D" unless superseded by an Area Development Policy. An adverse effect on intersection operations occurs when the analysis demonstrates that a project would cause the operations standard at a study intersection to fall below LOS "D" with the addition of project vehicle-trips to baseline conditions.

For intersections already operating at LOS "E" or LOS "F" under the baseline conditions, an adverse effect is defined as:

- An increase in average critical delay by 4.0 seconds or more AND an increase in the critical volume-to-capacity (V/C) ratio of 0.010 or more; OR
- A decrease in average critical delay AND an increase in the critical V/C ratio of 0.010 or more.

1.4 Report Organization

This report includes a total of five (5) chapters as follows:

- **Chapter 2** describes existing transportation conditions including the existing roadway network, transit service, bicycle, and pedestrian facilities.
- **Chapters 3, 4, and 5** describe the local transportation analysis including operations of study intersections, the methods used to estimate project-generated traffic, the project's effects on the transportation system, and an analysis of other transportation issues including site access and circulation, parking, transit services, bicycle and pedestrian facilities, and neighborhood intrusion.
- **Chapter 6** provides a summary of the findings provided in the report.

2 EXISTING TRANSPORTATION CONDITIONS

This chapter describes the existing conditions of the transportation system within the study area. It describes transportation facilities near 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 (Chapters 3, 4, and 5).

2.1 Existing Roadway Network

The following local and regional roadways provide access to the project site:

San Carlos Street is a four-lane collector street in the east-west direction that provides indirect access to the project site as well as to commercial businesses and residential land uses. The roadway has a posted speed limit of 35 and 25 mph, provides sidewalks on both sides of the street. Limited hour on-street parking (2-hours) is allowed on both sides of street. There are no bike lanes on either side of the street. The roadway is designated as a Grand Boulevard per Envision 2040 General Plan. West of Bascom Ave., San Carlos Streets transition to Stevens Creek Boulevard, which is also designated as Grand Boulevard per Envision 2040 General Plan.

S. Bascom Ave is a six-lane collector street in the north-south direction. This street provides direct access to commercial businesses and residential land uses. The roadway has a posted speed limit of 35 mph. Sidewalks on provided on either side of the street. Limited hour on-street parking is allowed on both sides of street. There are no bike lanes on either side of the street. The roadway is designated as a Grand Boulevard per Envision 2040 General Plan.

Cleveland Avenue is a two-lane street, east of project site, that provides direct access to the project site (both residential and retail). The roadway is a residential with sidewalks on both side of the street. On-street parking is only allowed on the east side of the street. The roadway does not have a posted speed limit, but it is assumed to be 25 mph based on the roadway type.

Brooklyn Avenue is a two-lane street that provides direct access to the existing residential land uses. land uses. The roadway is a residential with sidewalk on both sides of the street. On-street parking is only allowed on northbound direction along this street. The roadway does not have a posted speed limit, but it is assumed to be 25 mph based on the roadway type.

Wabash Avenue is a two-lane street, east of project site, that provides direct access to residential uses and to Lincoln High School. The roadway is a residential with sidewalks on both sides of the street. On-street parking is allowed on both sides of the street. The posted speed limit on this road is 25 mph.

2.2 Existing Pedestrian and Bicycle Facilities

Pedestrian and bicycle activity within project vicinity are active along several facilities with an established pedestrian and bicycle infrastructure. Connected sidewalks at least seven feet wide to more than 10 feet wide are available on both sides of all major City roadways in the study area with adequate lighting and signing. At the two signalized study intersections, marked crosswalks and Americans with Disabilities Act (ADA) standard curb ramps are provided. At the unsignalized intersection of San Carlos St / Brooklyn, marked pedestrian crossing across San Carlos St with Rectangular Rapid Flashing Beacon (RRFB) is provided. Pedestrian refuge island in the median is also provided along this pedestrian crossing.

Within the vicinity of the project site, no bicycle facilities exist under existing conditions. Class II bike lanes start along Stevens Creek Blvd. on either side from Di Salvo Ave, west of the project site. Class II bike lanes are also provided along San Carlos St., east of Leigh Ave.

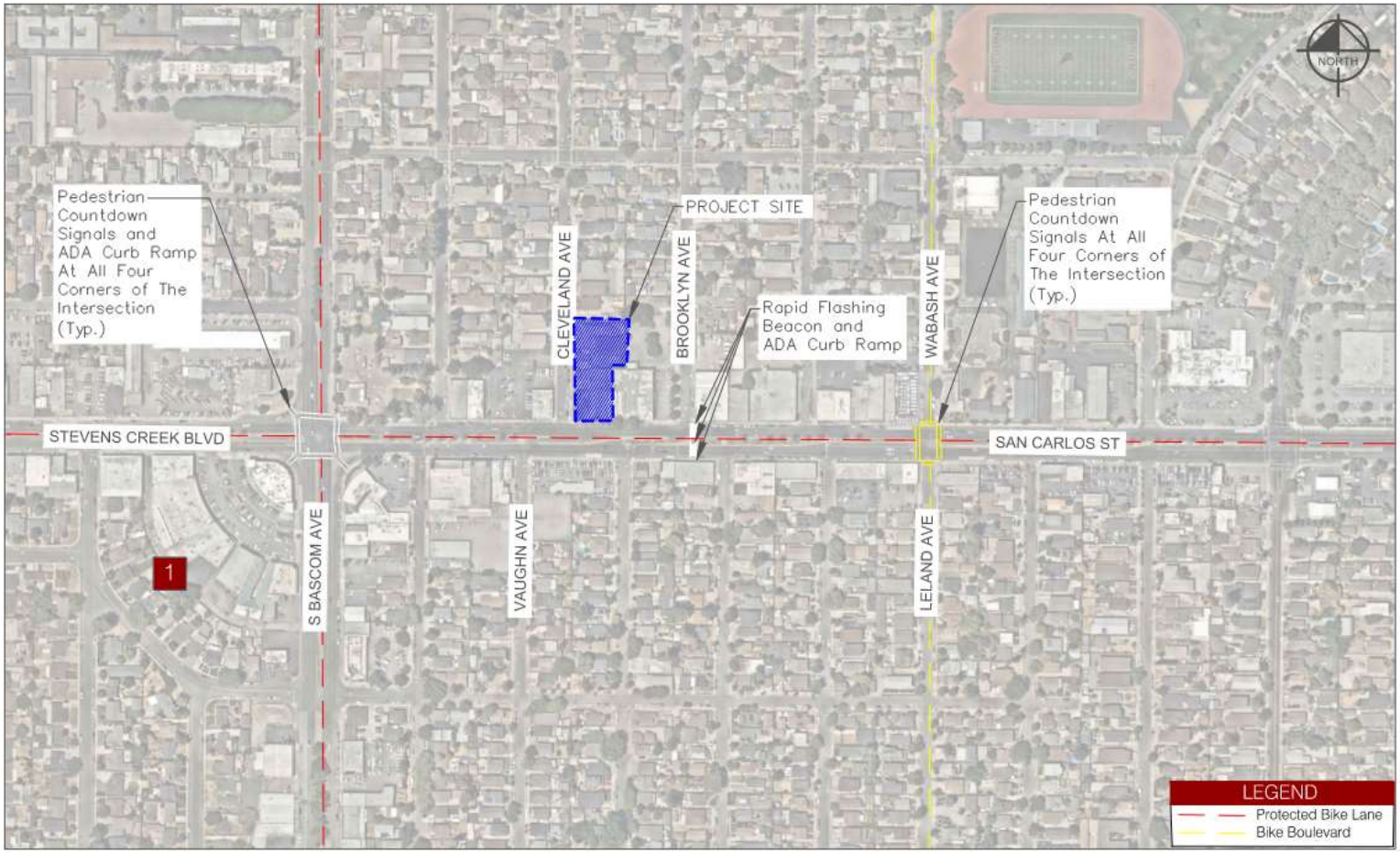
Near the project site, all surrounding streets including W. San Carlos St and Cleveland Ave provide sidewalk facilities for pedestrian access. Overall, the existing pedestrian facilities near the project have adequate connectivity and provide pedestrian with routes to the surrounding land uses.

The San José Better Bike Plan 2025 indicates that bike facilities are planned in the project study area and the following facility improvement would benefit the project.

- **Class IV Protected Bike Lanes**
  - San Carlos St from Bascom Ave to 4th St
  - Stevens Creek Blvd. from east of N Tantau Ave to Bascom Ave

Existing pedestrian and bicycle facilities within the project vicinity are shown in **Figure 2**.

Figure 2: Existing Pedestrian and Bicycle Facilities in the Project Vicinity



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MARCH 2024

EXISTING PEDESTRIAN AND BICYCLE FACILITIES IN THE PROJECT VICINITY
1921 and 1927 West San Carlos St. Transportation Analysis

2.3 Existing Transit Facilities

Transit services in the study area include buses provided by the Santa Clara Valley Transportation Authority (VTA). The project study area is served by the following major transit route.

- Bus Route 23
  - De Anza Coll – Alum Rock via Stevens Creek Blvd
  - Frequent service every 15 minutes on weekdays and weekends
  - Nearest transit stops to project – At W. San Carlos St / S. Bascom Ave and W. San Carlos St / Wabash Ave intersection.
- Bus Route 523
  - San Jose State – Lockheed Martin via De Anza
  - Rapid service every 20 minutes on weekdays and every 30 minutes on weekends
  - Nearest transit stops to project – At W. San Carlos St / S. Bascom Ave and W. San Carlos St / Wabash Ave intersection.

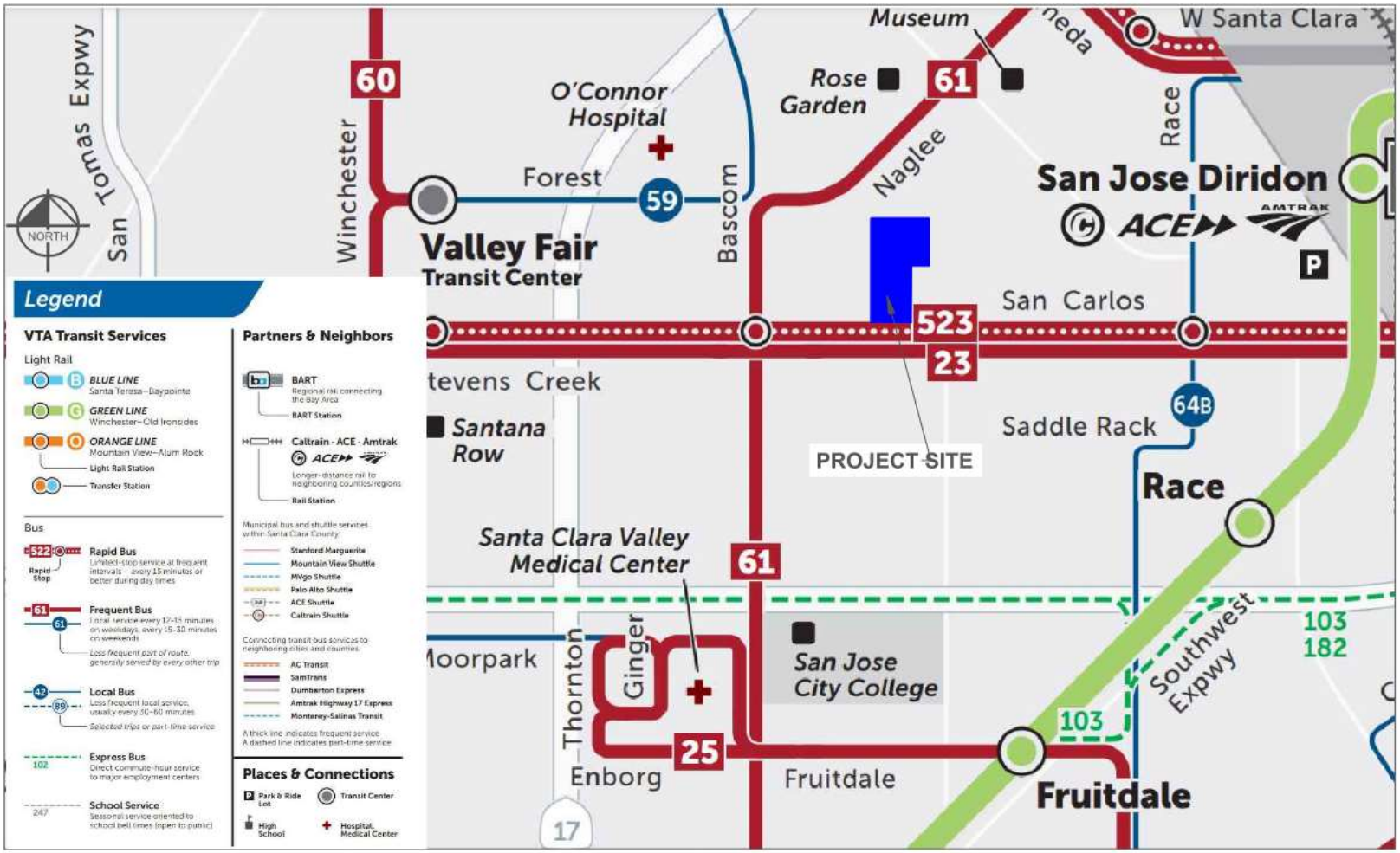
Route 23 is a bus route which operates on weekdays from 5:10 AM to 1:31 AM and on weekends from 5:43 AM to 1:24 AM. It provides frequent local service for commuters between De Anza College and Alum Rock Station. Route 523 is a rapid bus route which operates on weekdays from 6:11 AM to 10:41 PM and on weekends from 7:06 AM to 8:41 PM. It provides rapid services for commuters between Lockheed Martin Transit Center to 7th & Santa Clara.

Existing bus stops within vicinity of the proposed project site include the following:

- At intersection of Bascom Ave and W San Carlos St in the eastbound and westbound direction with shelter and seating.
- At intersection of W San Carlos St and Wabash Ave / Leland Ave in the eastbound and westbound direction with no amenities (i.e., shelter and seating).

Existing transit facilities within the project vicinity are shown in **Figure 3**.

Figure 3: Existing Transit Facilities in the Project Vicinity



EXISTING TRANSIT FACILITIES IN THE PROJECT VICINITY
1921 and 1927 West San Carlos St. Transportation Analysis
MARCH 2024

2.4 Existing Intersections

The traffic study to identify potential traffic adverse effects was evaluated per the standards and guidelines set forth by the City of San José. Study intersections for the project were selected in consultation with City staff and in accordance with the VTA's TIA Guidelines. The four (4) intersections studied in this TA are listed below.

5. S. Bascom Ave / Stevens Creek Blvd / W. San Carlos Blvd
6. Wabash Ave / Leland Ave / W. San Carlos Blvd
7. San Carlos St/ Cleveland Ave / Vaughn Ave
4. San Carlos St / Brooklyn Ave

Intersection turning movement counts were conducted at the study intersections during the AM and PM peak periods during the month of November 2023.

2.5 Existing Field Observations

Field observations within the vicinity of the project study area was done to observe existing pedestrian, bicycle, and transit facilities. There is a cross walk at Brooklyn Ave and W. San Carlos St with ADA ramp and Flashing Beacon. The cross walk at Bascom Ave and W. San Carlos St are faded but there are Flashing Don't Walk signal and ADA ramps at all four corners of the intersection. The crosswalks at W. San Carlos St and Wabash Ave / Leland Ave are faded. The intersection includes Flashing Don't Walk Signal but no ADA ramps. The speed limit reduces to 25 mph from 35 mph on W. San Carlos St between Hester Ave and Irving Ave because it falls on School zone.

2.6 Urban Villages

The project site is located within the designated W. San Carlos Street (West) Urban Village per the Envision San José 2040 General Plan. As per General Plan, Urban Villages are designed to provide a vibrant and inviting mixed-use setting to attract pedestrians, bicyclists, and transit users of all ages and to promote job growth. Urban Villages is a key component of the Envision San José 2040 General Plan aimed to accommodate future job and housing growth.

3 LTA PROJECT DESCRIPTION

This chapter describes the local transportation analysis including the method by which project traffic is estimated through trip generation, trip distribution, and volume assignment.

3.1 Project Site Plan

The project site is located at 1921 and 1927 West San Carlos Street (APN 274-17-018 and 274-41-019) in unincorporated Santa Clara County, California. The current County zoning for the site is General Commercial (CG). The Project site would be annexed into the City, along with adjacent street.

The Project would demolish and remove approximately 10,500 square feet of existing buildings, consisting of an automobile tire sales and repair store, mobile wall repair store, piano store, storage buildings and one residential unit. Following this site work, the Project would construct a 7- story, 94- unit affordable, mixed-income housing development serving families in the West San Carlos Urban Village Plan area. The Project will also include approximately 1,946 square feet for retail and approximately 10,483 square feet of common open space for residents.

Main access to project site is proposed through two driveways via Cleveland Ave. and no access is proposed via West San Carlos St. The southern driveway will primarily be used to access parking for retail land use and the northern driveway will be primarily for residential land use. The project Site Plan is presented in **Figure 4.**

Figure 4: Project Site Plan



3.2 Project Trip Generation

Project Site Vehicle Operations

Trip generation for the proposed project land uses was calculated using average trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (September 2021).

A trip is defined as a single or one-directional vehicle movement in either the origin or destination at the project site. In other words, a trip can be either "to" or "from" the site. In addition, a single customer visit to a site is counted as two trips (i.e., one to and one from the site). Daily, AM, and PM peak hour trips for the project were calculated with average trip rates.

The proposed project is residential (multifamily housing) with small commercial. ITE 223 - Affordable Housing (Income Limits) and ITE 822 – Strip Retail Plaza was applied to the proposed development, per City's direction.

Baseline Vehicle Trips

Baseline vehicle trips for the proposed project (excluding trip adjustments) are anticipated to generate a gross total of 558 daily trips, 52 AM peak hour trips, and 56 PM peak hour vehicle trips. Of the AM peak hour trips, approximately 17 trips will be inbound to the project and 35 trips will be outbound from the project. For the PM peak hour trips, approximately 32 trips are inbound while 24 trips are outbound.

Vehicle Trip Reductions

Per the per the 2023 *Transportation Analysis Handbook*, an internal capture reduction can be applied based on vehicle-trip reduction rates from the *VTA Transportation Impact Analysis Guidelines*. Even though, it is likely that there will be internal trips between the commercial and residential portion, no internal capture reduction was applied to the project for a conservative analysis.

A location-based mode share trip reduction was applied. This adjustment is a function of multimodal connectivity and accounts for greater mode share for projects located in urban or transit developed areas. From Table 5 and Table 6 of the *2023 Transportation Analysis Handbook*, the project location is designated as a "Urban Low-Transit" area with a vehicle mode share of 87 percent for both the residential and retail land uses. Therefore, a 13% mode share trip reduction was assumed to the project.

Net Vehicle Project Trips

Development of the proposed project with all applicable trip reductions and credits is anticipated to generate a net total of 485 additional daily trips, 45 AM, and 48 PM peak hour trips to the roadway network. **Table 3** provides a summary of the proposed trip generation and trip reductions/credits.

Table 3: Project Trip Generation

LAND USE / DESCRIPTION	PROJECT SIZE	WEEKDAY				
		TOTAL DAILY TRIPS	AM PEAK TRIPS		PM PEAK TRIPS	
			TOTAL	IN / OUT	TOTAL	IN / OUT
Trip Generation Rates (ITE)						
Affordable Housing (Income Limits) [ITE 223]	Per Dwelling Unit(s)	4.81	0.50	29% / 71%	0.46	59% / 41%
Strip Retail Plaza [ITE 822]	Per 1,000 Sq Ft	54.45	2.36	60% / 40%	6.59	50% / 50%
1. Baseline Vehicle-Trips						
PATH (1921-1927 W San Carlos)	94.000 Dwelling Unit(s)	452	47	14 / 33	43	25 / 18
PATH (1921-1927 W San Carlos)	1.946 1,000 Sq Ft	106	5	3 / 2	13	7 / 6
Baseline Project Vehicle-Trips		**558**	**52**	**17 / 35**	**56**	**32 / 24**
2. Location-based Mode Share Adjustments						
Urban Low-Transit Reduction (Mode Share)	-13%	(73)	(7)	(3) / (4)	(8)	(5) / (3)
Project Vehicle-Trips After Reduction		**485**	**45**	**14 / 31**	**48**	**27 / 21**
Notes:						
Affordable Apartment Land Uses assumed based on proposed site plan from BKF Engineers (08/13/2024)						
Daily, AM, and PM trips based on average land use rates from the Institute of Traffic Engineers Trip Generation 11th Edition						
A 13% Mode Share Reduction from San Jose Transportation Analysis Handbook 2023 was applied since the project is located in an "Urban Low-Transit" area.						

3.3 Project Trip Distribution and Assignment

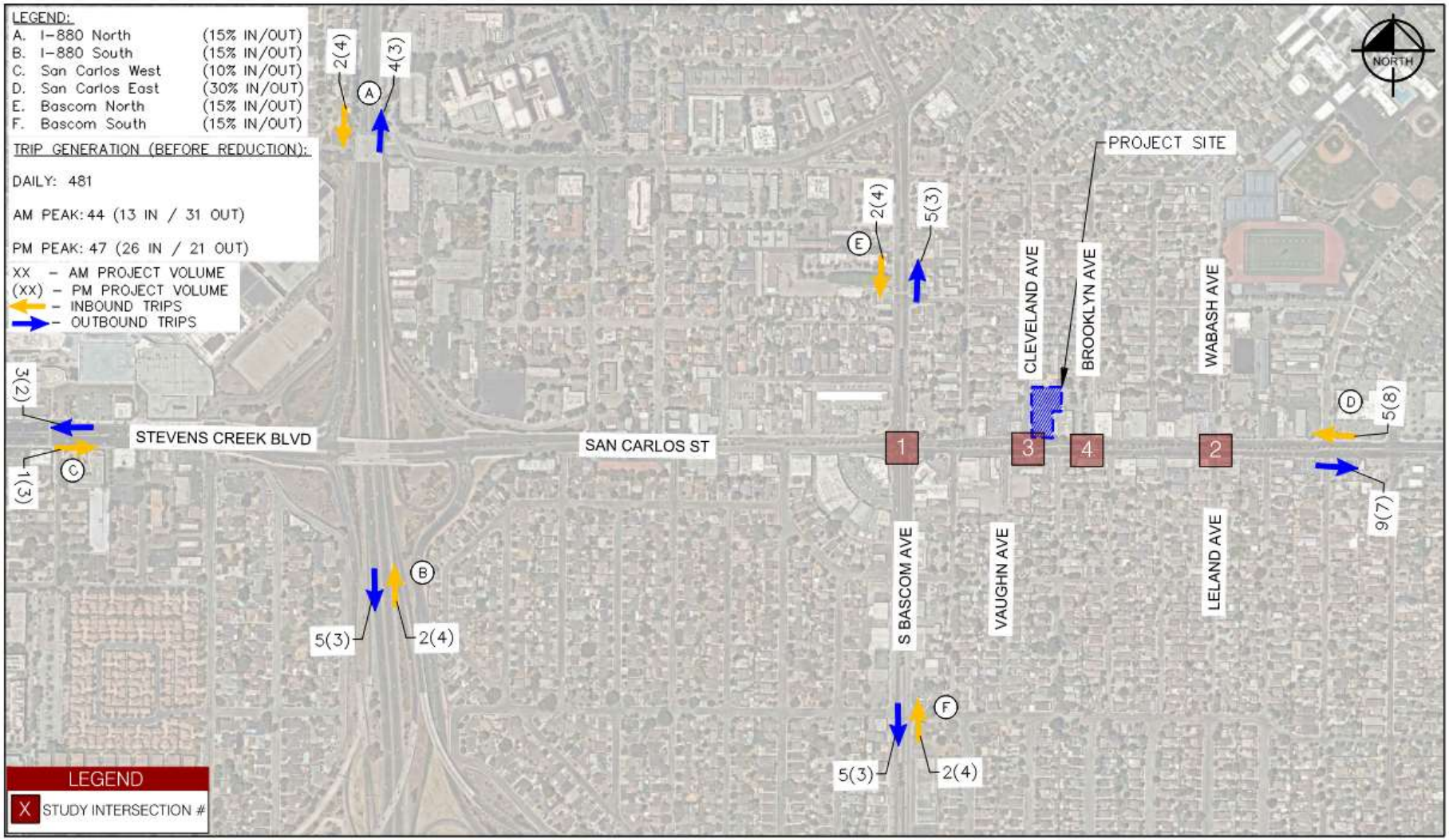
Trip distribution and assignment assumptions for the project were based on the project driveway location, the freeway ramp location, community characteristics, and professional engineering judgement. The project trips to and from the site are anticipated to access the following regional facilities and destinations with the estimated trip distribution percentages as shown in **Table 4**.

Table 4: Project Trip Distribution

Location	Roadway Origin / Destination	Inbound Trip Distribution (%)	Outbound Trip Distribution (%)
A	I-880 North	15%	15%
B	I-880 South	15%	15%
C	San Carlos St. East	30%	30%
D	Stevens Creek Blvd West	10%	10%
E	Bascom North	15%	15%
F	Bascom South	15%	15%

The net project trip assignments and distributions are presented in **Figure 5** and **Figure 6**. The trip assignment shown represents the shortest paths to and from the project site under ideal traffic conditions.

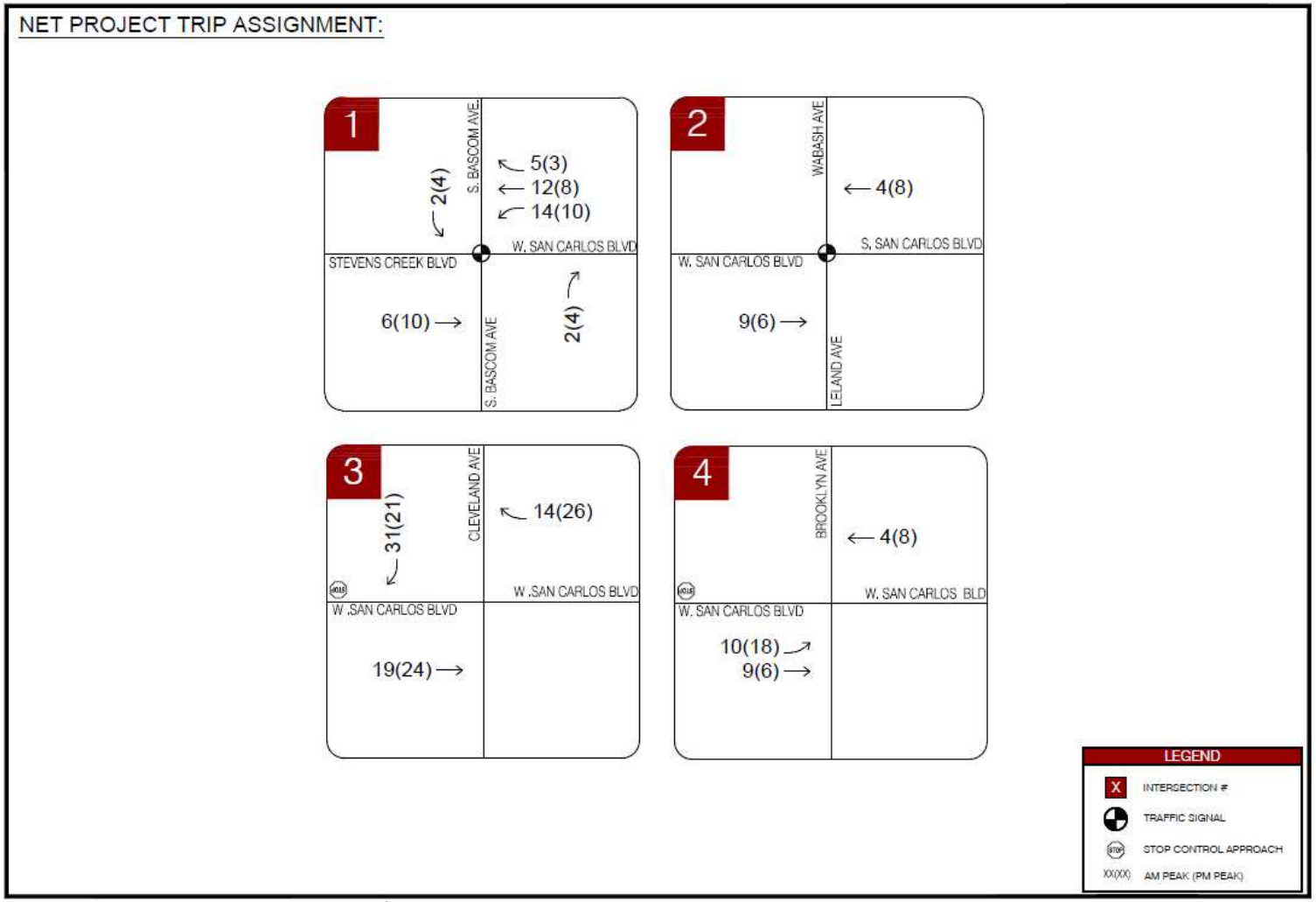
Figure 5: Net Project Trip Distribution and Trip Assignment



AUGUST 2024

PROJECT TRIP DISTRIBUTION AND TRIP ASSIGNMENT
1921 and 1927 West San Carlos St. Transportation Analysis

Figure 6: Project Trip Assignment



4 LTA INTERSECTION OPERATIONS

This chapter describes the local transportation analysis including intersection operations analysis for: existing, background, and project conditions; intersection vehicle queuing analysis; and mitigation measures for any adverse effects to intersection level of service caused by the project.

4.1 Existing Conditions Analysis

Intersection turning movement count data collected on a typical weekday during the month of November 2023 was used for all study intersections. Peak hour volumes during each intersection's respective peak were conservatively used in this analysis. Existing intersection lane geometry and peak hour turning movement volumes are shown in **Figure 7**: and **Figure 8**, respectively.

Traffic operations were evaluated at the study intersections under Existing conditions, and the results of the analysis are presented in **Table 5**. New intersection turning-movement counts and TRAFFIX output sheets are provided in the **Appendices**.

Table 5: Intersection Operations Summary for Existing Conditions

#	Intersection	LOS Criteria	Control Type	Existing Conditions							
				AM Peak				PM Peak			
				LOS	Delay (Sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (Sec)	v/c Ratio	Crit. Delay (sec)
1	S. Bascom Ave/ Stevens Creek Blvd/ W. San Carlos St	D	Signalized	D	38.3	0.536	36.9	D	42.9	0.609	48.4
2	Wabash Ave/Leland Ave/ W. San Carlos Blvd	D	Signalized	C	21.9	0.447	18.4	B	16.1	0.409	13.6

As shown above, all study intersections currently operate at acceptable LOS D or better during the AM and PM peak hour during Existing Year 2023 conditions.

Figure 7: Existing Intersection Lane Geometry

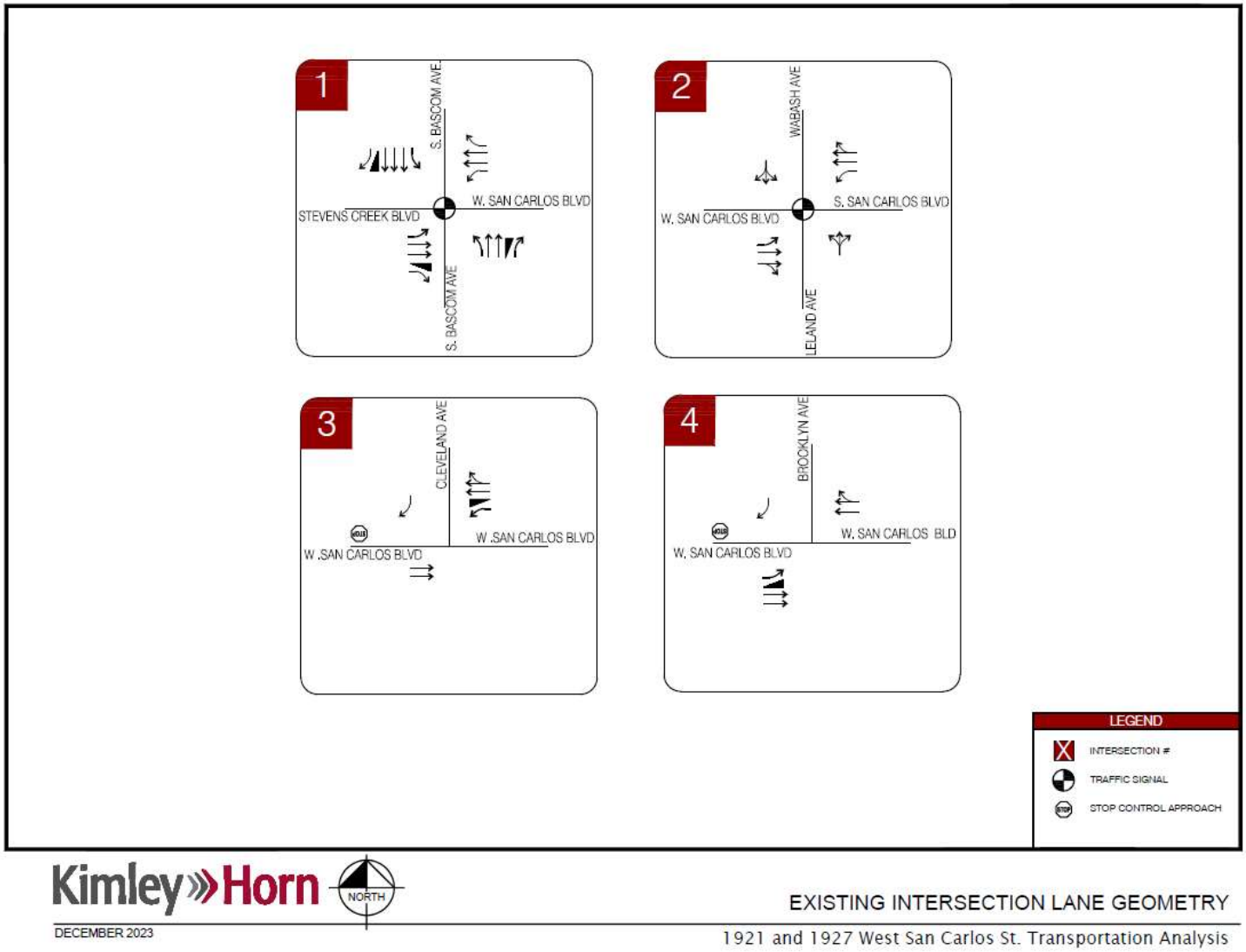
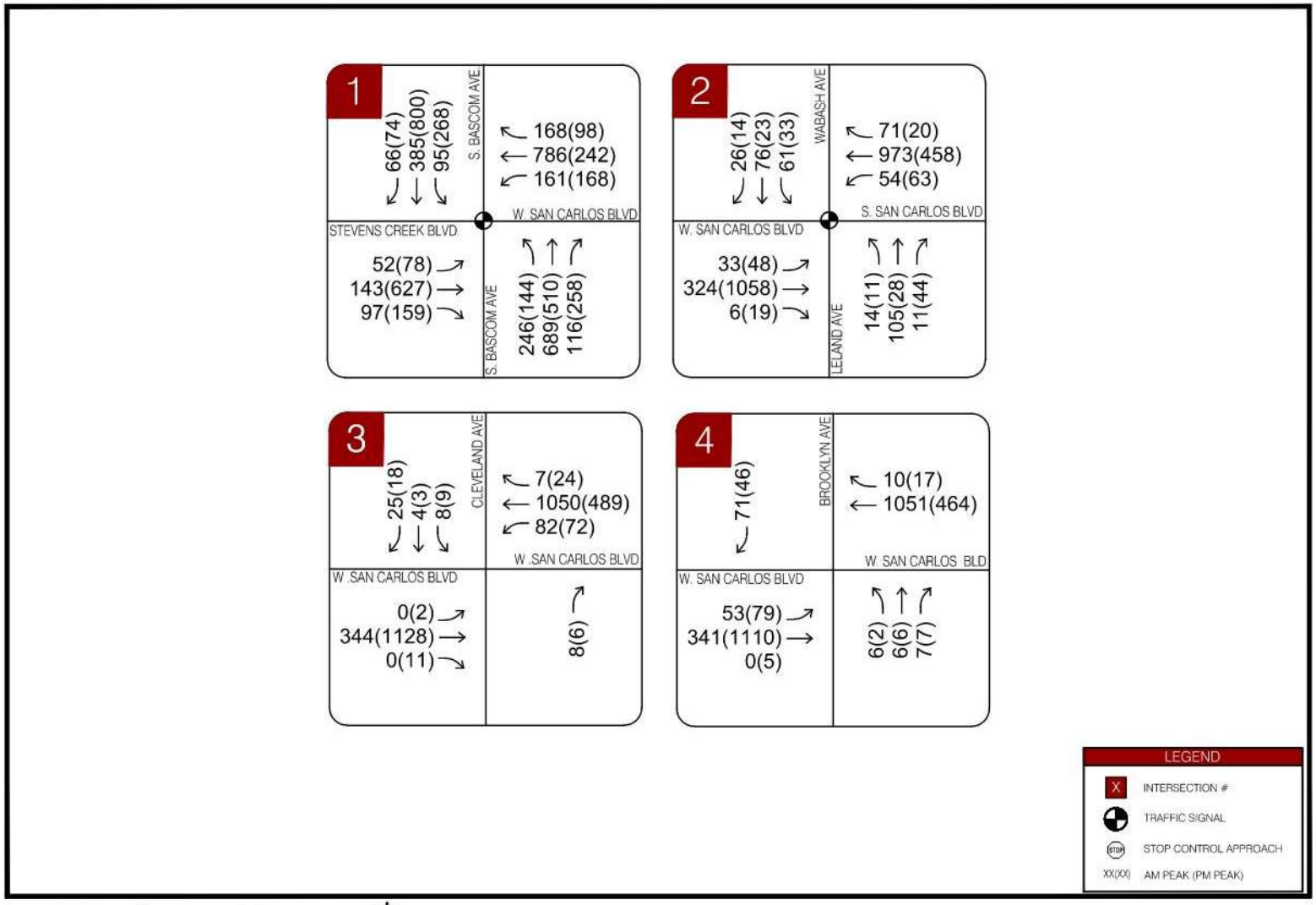


Figure 8: Existing Traffic Volumes



Kimley»Horn NORTH
NOVEMBER 2023

EXISTING CONDITIONS - PEAK HOUR VOLUMES
1921 and 1927 West San Carlos St Transportation Analysis

4.2 Background Conditions Analysis

Traffic generated from other approved projects in the project study area were obtained from the City of San José Approved Trip Inventory (ATI) database attached in the **Appendices**. These ATI traffic volumes were added to the existing traffic counts to generate the Background baseline scenario and include the following local project.

- Bascom Medical Office Building (20-112173 TA) (3-25305)
- 1881 San Carlos St Mixed Use (20-137572 TA) (3-25776)
- Stevens Creek Blvd. & Winchester (SE/C) Santa Row (PDC12-009) (3-06815)
- 3161 Olsen Dr, Santana West (PDC14-068) (3-10478)
- Stevens Creek Blvd. & Winchester (SE/C) Santa Row (PDC97-036) (3-06815)

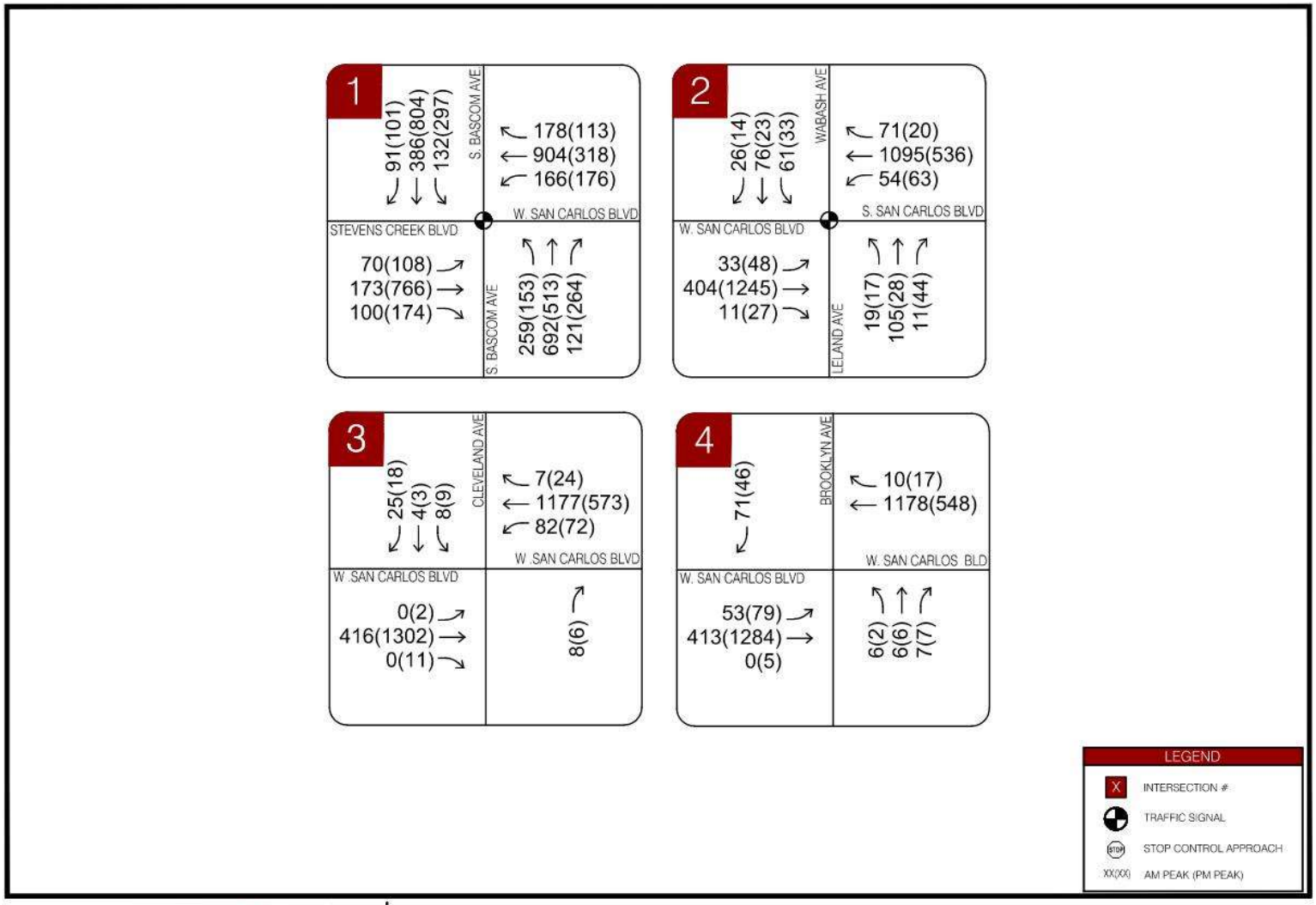
Background peak hour turning movement volumes are shown in **Figure 9.** Traffic operations for the study intersections under Background conditions are shown below in **Table 6.**

Table 6: Intersection Operations Summary for Background Conditions

#	Intersection	LOS Criteria	Control Type	Background Conditions							
				AM Peak				PM Peak			
				LOS	Delay (Sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (Sec)	v/c Ratio	Crit. Delay (sec)
1	S. Bascom Ave/ Stevens Creek Blvd/ W. San Carlos St	D	Signalized	D	40.2	0.606	39.9	D	44.1	0.674	49.7
2	Wabash Ave/Leland Ave/ W. San Carlos Blvd	D	Signalized	C	20.9	0.486	17.7	B	14.9	0.472	12.8

As shown above, all study intersections currently operate at acceptable LOS D or better during the AM and PM peak hour during Background conditions.

Figure 9: Background Traffic Volumes



4.3 Background Plus Project Conditions Analysis

Traffic operations were evaluated at the study intersections and existing project driveways under Background Plus Project conditions based on Background conditions and adding the net vehicle trips from the proposed project to the Background roadway geometry and traffic control. The net project traffic volumes were incorporated from the Trip Generation and Trip Distribution described in Section 3 of this report. Traffic operations for the study intersections and the project driveways under Project conditions are shown below in **Table 7** and **Figure 10**.

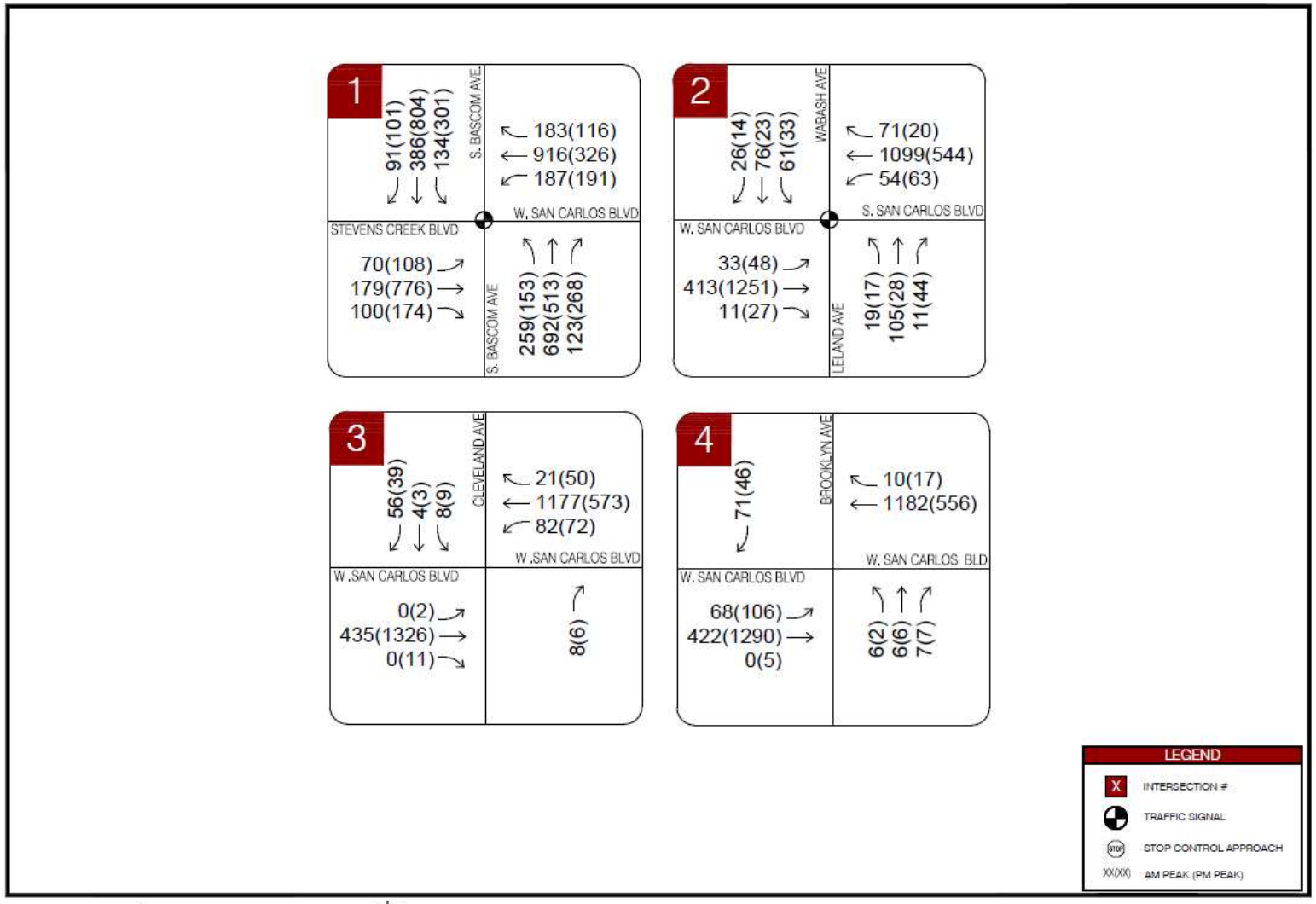
Table 7: Intersection Operations Summary for Background Plus Project Conditions

#	Intersection	LOS Criteria	Control Type	Background Plus Project Conditions							
				AM Peak							
				MVMT	LOS	Delay (Sec)	v/c Ratio	Crit V/C Change	Crit. Delay (sec)	Avg Crit Del Change	Impact
1	S. Bascom Ave/ Stevens Creek Blvd/ W. San Carlos St	D	Signalized	-	D	40.4	0.616	0.01	40.1	0.20	NO
2	Wabash Ave/Leland Ave/ W. San Carlos Blvd	D	Signalized	-	C	20.8	0.488	0.002	17.7	0.00	NO

#	Intersection	LOS Criteria	Control Type	Background Plus Project Conditions							
				PM Peak							
				MVMT	LOS	Delay (Sec)	v/c Ratio	Crit V/C Change	Crit. Delay (sec)	Avg Crit Del Change	Impact
1	S. Bascom Ave/ Stevens Creek Blvd/ W. San Carlos St	D	Signalized	-	D	44.8	0.699	0.025	51.0	1.30	NO
2	Wabash Ave/Leland Ave/ W. San Carlos Blvd	D	Signalized	-	B	14.8	0.475	0.003	12.7	-0.10	NO

As shown above, all study intersections currently operate at acceptable LOS D or better during the AM and PM peak hour during Background Plus Project conditions. The addition of project trips will not cause a significant adverse effect at any study intersections.

Figure 10: Background Plus Project Traffic Volumes



4.4 Signal Warrant Analysis

Based on City's direction, peak hour signal warrant analysis was conducted at the intersection of San Carlos St / Cleveland Ave and San Carlos St / Brooklyn Ave.

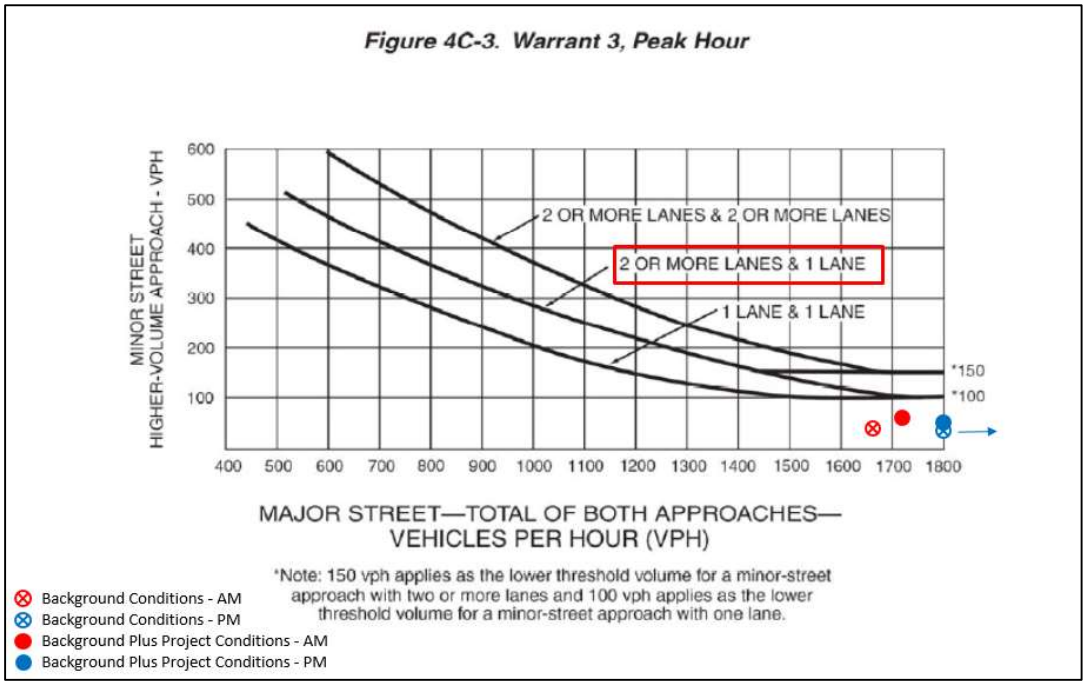
San Carlos St / Cleveland Ave

Peak hour signal warrant #3 from the California Manual on Uniform Traffic Control Devices (CAMUTCD) was evaluated for both Background and Background Plus Project Conditions to determine if a signal is warranted at the study intersection. The results of the peak hour signal warrant #3 is shown in **Figure** *11* below. The AM and PM peak hours were analyzed using the following assumptions:

- San Carlos St.
  - Major Street – 4 Lanes
  - AM Approach Volumes (Total of Both Approaches): 1,682 vehicles (Background) & 1,715 vehicles (Background Plus Project Conditions)
  - PM Approach Volumes (Total of Both Approaches): 1,984 vehicles (Existing) & 2,034 vehicles (Background Plus Project Conditions)

- Cleveland Ave
  - Minor Street – one lane
  - AM Approach Volumes (Total of Both Approaches): 37 vehicles (Background) & 68 vehicles (Background Plus Project Conditions)
  - PM Approach Volumes (Total of Both Approaches): 30 vehicles (Existing) & 51 vehicles (Background Plus Project Conditions)

Figure 11: Signal Warrant Analysis – San Carlos St / Cleveland Ave



As shown in **Figure 11** above, the intersection of San Carlos St / Cleveland Ave does not meet the Peak Hour Warrant #3 requirements during the AM and PM under both Background and Background Plus Project Conditions.

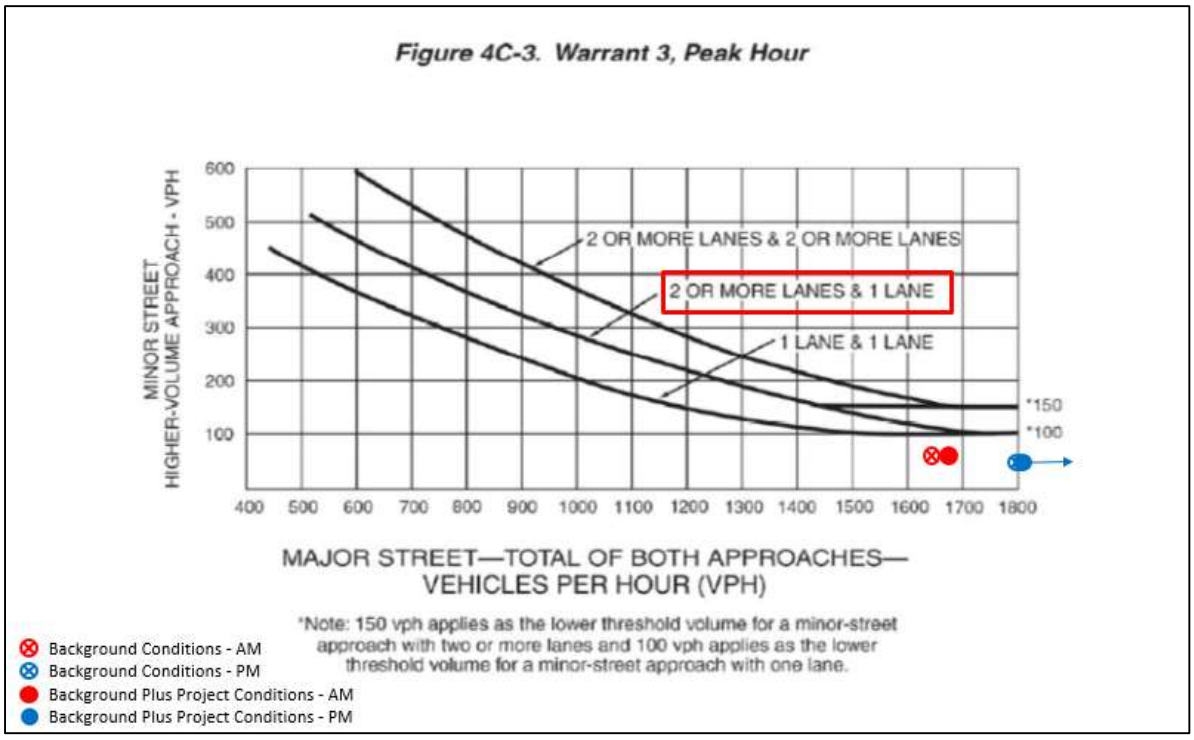
San Carlos St / Brooklyn Ave

Peak hour signal warrant #3 from the California Manual on Uniform Traffic Control Devices (CAMUTCD) was evaluated for both Background and Background Plus Project Conditions to determine if a signal is warranted at the study intersection. The results of the peak hour signal warrant #3 is shown in **Figure 12** below. The AM and PM peak hours were analyzed using the following assumptions:

- San Carlos St.
  - Major Street – 4 Lanes
  - AM Approach Volumes (Total of Both Approaches): 1,654 vehicles (Background) & 1,682 vehicles (Background Plus Project Conditions)
  - PM Approach Volumes (Total of Both Approaches): 1,933 vehicles (Existing) & 1974 vehicles (Background Plus Project Conditions)

- Cleveland Ave
  - Minor Street – one lane
  - AM Approach Volumes (Total of Both Approaches): 71 vehicles (Background) & 71 vehicles (Background Plus Project Conditions)
  - PM Approach Volumes (Total of Both Approaches): 46 vehicles (Existing) & 46 vehicles (Background Plus Project Conditions)

Figure 12: Signal Warrant Analysis – San Carlos St / Brooklyn Ave



As shown in **Figure 12** above, the intersection of San Carlos St / Ave does not meet the Peak Hour Warrant #3 requirements during the AM and PM under both Background and Background Plus Project Conditions.

4.5 Intersection Queue Analysis

A peak hour vehicle queue analysis was evaluated for the study intersections using the TRAFFIX software, and the results are summarized in **Table 8**.

At the study intersection of S. Bascom Ave/ Stevens Creek Blvd/ W. San Carlos Blvd, the northbound right turn and southbound left turn storage length are insufficient to accommodate the average queue length during the PM peak hours under all scenarios. At the other study intersection of Wabash Ave/Leland Ave/ W. San Carlos Blvd, the storage length for the turn pockets is sufficient to accommodate the average queues during both the AM and PM peak hours for all scenarios.

The addition of project trips would increase vehicle queue at the study intersections; however, the storage length is sufficient to accommodate the project trips, except for the northbound right turn lane and southbound left turn lane at the study intersection of S. Bascom Ave/ Stevens Creek Blvd/ W. San Carlos Blvd. The project is not anticipated to create an adverse effect to the study intersections.

Table 8: Queue Analysis

S.No.	Study Intersection	MVMT	No. of Turn Lanes	Storage (ft/ln)	Total Storage (ft)	AM Peak Hour								
						Existing Conditions			Bavkground Conditions			Background Plus Project Conditions		
						Avg. Queue (car/ln)	Avg. Queue (ft/ln)	Sufficient Storage?	Avg. Queue (car/ln)	Avg. Queue (ft/ln)	Sufficient Storage?	Avg. Queue (car/ln)	Avg. Queue (ft/ln)	Sufficient Storage?
1	S. Bascom Ave/ Stevens Creek Blvd/ W. San Carlos Blvd	NBR	1	155	155	2	50	YES	2	50	YES	2	50	YES
		SBL	1	200	200	6	150	YES	6	150	YES	6	150	YES
		WBL	1	285	285	6	150	YES	6	150	YES	7	175	YES
2	Wabash Ave/Leland Ave/ W. San Carlos Blvd	EBL	1	225	225	2	50	YES	2	50	YES	2	50	YES
		WBL	1	225	225	2	50	YES	2	50	YES	2	50	YES

S.No.	Study Intersection	MVMT	No. of Turn Lanes	Storage (ft/ln)	Total Storage (ft)	PM Peak Hour								
						Existing Conditions			Bavkground Conditions			Background Plus Project Conditions		
						Avg. Queue (car/ln)	Avg. Queue (ft/ln)	Sufficient Storage?	Avg. Queue (car/ln)	Avg. Queue (ft/ln)	Sufficient Storage?	Avg. Queue (car/ln)	Avg. Queue (ft/ln)	Sufficient Storage?
1	S. Bascom Ave/ Stevens Creek Blvd/ W. San Carlos Blvd	NBR	1	155	155	9	225	**NO**	9	225	**NO**	9	225	**NO**
		SBL	1	200	200	13	325	**NO**	12	300	**NO**	13	325	**NO**
		WBL	1	285	285	9	225	YES	8	200	YES	4	100	YES
2	Wabash Ave/Leland Ave/ W. San Carlos Blvd	EBL	1	225	225	2	50	YES	2	50	YES	2	50	YES
		WBL	1	225	225	3	75	YES	3	75	YES	3	75	YES

4.6 Adverse Effects and Improvements

This section discusses transportation project adverse effects identified under Project conditions as well as planned roadway improvements. Per City guidelines in the 2023 Transportation Analysis Handbook, proposed mitigation measures to address negative adverse effects at a study intersection should prioritize improvements related to alternative transportation modes, parking measures, and/or TDM measures with secondary improvements that increase vehicle capacity to the transportation network.

Project Intersection Adverse Effects

Based on City intersection operation threshold criteria described in Section 1, the project is not anticipated to generate an adverse effect to the study intersections during the Background Plus Project scenarios.

City Identified Pedestrian Improvements

The project will improve the existing sidewalks along project's frontage along Cleveland Ave and San Carlos St per City standards and provides direct pedestrian access to the proposed site from existing sidewalks. The project is not anticipated to generate an adverse effect to the existing pedestrian network during the Project scenario.

However, to further enhance the existing pedestrian facilities, the project may be required to contribute a monetary contribution toward a potential future enhanced pedestrian crosswalk at the intersection of San Carlos St / Vaughn Ave.

City Identified Bicycle Improvements

The San José Better Bike Plan 2025 indicates that bike facilities are planned in the project study area and the following facility improvement would benefit the project.

- **Class IV Protected Bike Lanes**
  - San Carlos St from Bascom Ave to 4th St
  - Stevens Creek Blvd. from east of N Tantau Ave to Bascom Ave

Per the San José 2025 Better Bike Plan, the City is planning to enhance the bicycle facilities within the vicinity of the project site, to include Class IV bike lanes along the project frontage identified above. Per direction from the City, the project applicant will provide an in-lieu monetary contribution (of $144 per LF) for the future Class IV protected bike lanes along San Carlos St frontage.

City Identified Transit Improvements

The project is well served with transit facilities within its vicinity, which includes VTA bus routes 23 and 523. The project is not expected to generate significant number of transit trips and the project is not anticipated to generate an adverse effect to the existing transit network during the Project scenario.

5 LTA SITE ACCESS AND CIRCULATION

This chapter describes the local transportation analysis including site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, construction operations, and neighborhood interface.

5.1 Site Access and Circulation

Main access to project site is proposed through two 26-feet driveways via Cleveland Ave. and no access is proposed via West San Carlos St. The southern driveway will primarily be used to access parking for retail land use and the northern driveway will be primarily for residential land use. The project Site Plan is presented in **Figure 1.**

5.2 Vehicle Sight Distance Analysis

A preliminary stopping sight distance (SSD) and intersection sight distance (ISD) analysis was conducted to determine the feasibility of the proposed project driveway location. The AASHTO methodology was used in this analysis. The sight distance needed under various assumptions of physical conditions and driver behavior is directly related to vehicle speeds and to the resultant distances traversed during perception-reaction time and braking.

Stopping sight distance is defined as the sum of reaction distance and braking distance. The reaction distance is based on the reaction time of the driver while the braking distance is dependent upon the vehicle speed and the coefficient of friction between the tires and roadway as the vehicle decelerates to a complete stop. This sight distance analysis indicates the minimum visibility that is required for an approaching vehicle to stop safely if a vehicle from the project driveway enters or exits the approaching road. The driver should also have an unobstructed view of the intersection, including any traffic-control devices, and sufficient lengths along the intersecting road to permit the driver to anticipate and avoid potential collisions.

For vehicles entering Cleveland Ave from the proposed project driveway, the AASHTO method evaluates sight distance from a vehicle exiting the driveway to a vehicle approaching from either direction. The intersection sight distance is defined along intersection approach legs and across their included corners known as departure sight triangles. These specified areas should be clear of obstructions that might block a driver's view of potentially conflicting vehicles. Intersection sight distance is measured from a point 3.5-feet above the existing grade (driver's eye) along the potential driveway to a 3.5-foot object height in the center of the approaching lane on the roadway. A vehicle setback in a stopped position from the edge of shoulder was assumed for determining intersection sight distance.

Project Driveway Sight Distance

Minimum sight distance criteria for the potential driveways along the study roadways was determined from the AASHTO Geometric Design of Highways and Streets 7th Edition (Green Book). For the purposes of this analysis, a design speed of 30 mph (25 mph posted speed limit) was assumed along Cleveland Avenue. AASHTO standard time gap variables for passenger cars stopped on the proposed project driveways were used for Case B2 (right-turn), however, for Case B1 (left-turn), time gap was increased by 0.5 seconds to account for central dual turn lane. Based on the existing traffic control, minimum sight distance was calculated for the following scenarios:

- Stopping Sight Distance on Cleveland Avenue
- Intersection Sight Distance Case B – Stop control at the proposed project driveways
    - Case B1 – Left turn from the minor road
    - Case B2 – Right turn from the minor road

Minimum SSD and ISD values were obtained from Table 9-7 and Table 9-9 of the AASHTO Green Book. A site visit was taken to measure the available sight distance and departure sight triangles at the proposed driveway locations. From a 5-foot setback from the edge of travel way, the measured available sight distance varies in each direction of S. King Road driveways. **Table 9** summarizes the intersection and stopping sight distance at the project driveways.

Table 9: Project Driveways Sight Distance

Type	Design Speed (MPH)	Required Sight Distance (ft)	Actual Sight Distance (ft)	Sufficient Sight Distance?
Cleveland Avenue (Residential Driveway)				
SSD on Primary Road	30	200	>200	Yes
ISD Case B1 (Left Turn)	30	355	>355	Yes
ISD Case B2 (Right Turn)	30	290	>290	Yes
Cleveland Avenue (Retail Driveway)				
SSD on Primary Road	30	200	>200	Yes
ISD Case B1 (Left Turn)	30	355	>355	Yes
ISD Case B2 (Right Turn)	30	290	>290	Yes

The proposed project driveway locations satisfy the minimum stopping sight distance required for all approaches on Cleveland Avenue. Vehicles on the road will have sufficient sight distance to react and stop safely if a vehicle from the project driveway enters or exits the road. Vehicles entering the City streets from the project driveway will also have sufficient intersection sight distance to make a left or right turn onto the road per AASHTO scenarios.

Overall, the proposed project driveway locations are feasible and provide sufficient sight distance for traffic conditions. To provide adequate sight distance for vehicles entering and exiting the driveways along Cleveland Avenue, red curb of 240 feet is recommended along the entire project frontage. An exhibit comparing the design and measured available stopping and intersection sight distances is shown in **Figure 13** and **Figure 14.**

Figure 13: Sight Distance Analysis-Residential Driveway

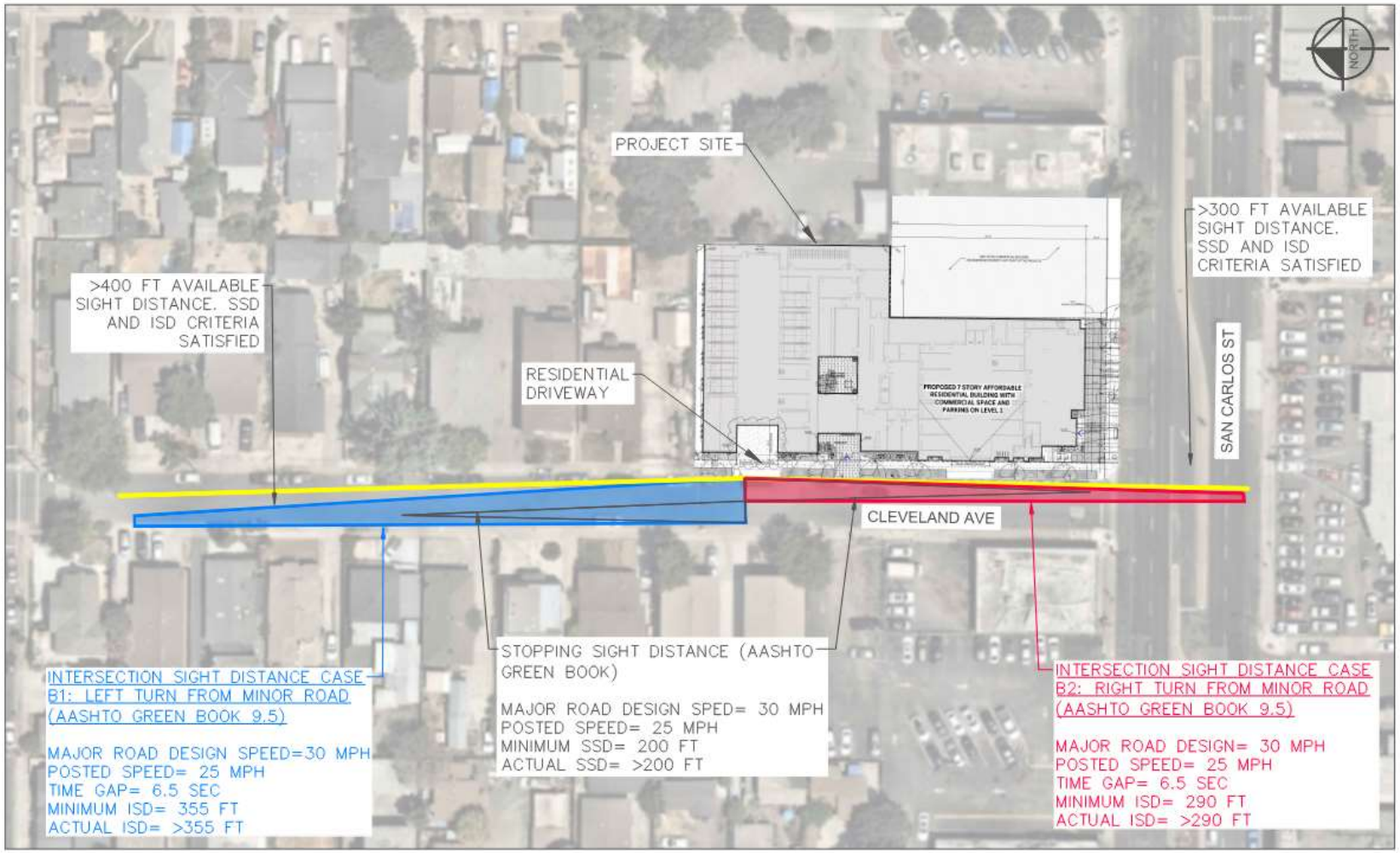
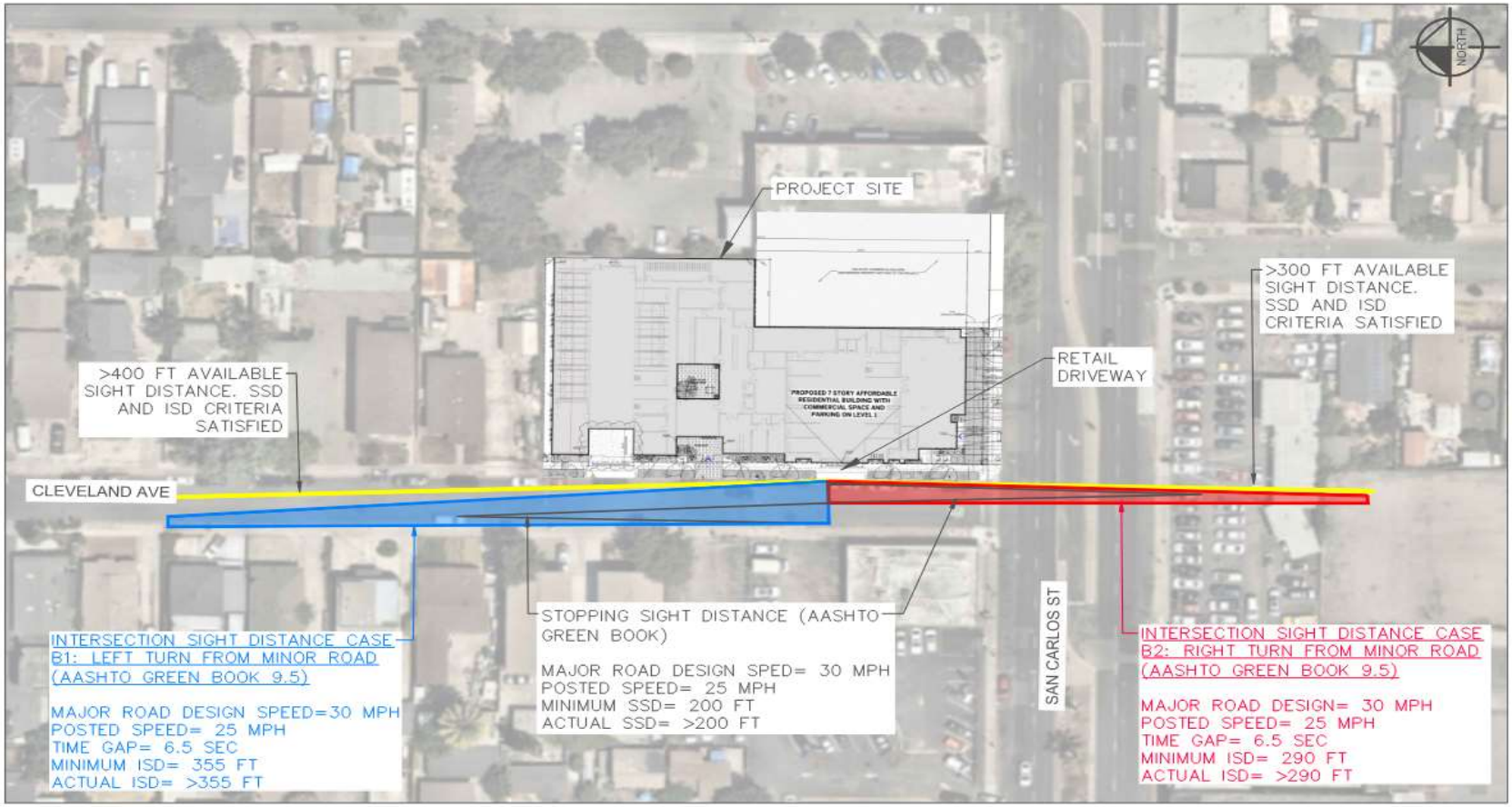


Figure 14: Sight Distance Analysis-Retail Driveway



5.3 Passenger Vehicle Access and Circulation

Vehicle maneuverability and access for the parking area was analyzed using AutoTURN software which measures design vehicle swept paths and turning through simulation and clearance checks. A passenger car design from the American Association of State Highway and Transportation Officials (AASHTO) was assessed for the internal parking area.

Analysis using the AASHTO template revealed that passenger vehicles could adequately access the project site, maneuver through the parking aisle, access the parking spaces without conflicting into other vehicles or stationary objects. The proposed layout provides sufficient vehicle clearance.

Based on most recent site plan security gate at residential entrance will have an offset of 20 ft from driveway to provide stacking space for vehicles. The gate for retail entrance will be left open during the operation hours for the retail use to avoid queuing on the local road.

There will be self-parking only on the site and no valet operations will be provided. Assigned parking will be provided for Electric vehicles and ADA parking only.

5.4 Heavy Vehicle Truck Access and Circulation

Trash enclosure is proposed near the north-east corner of the project site. Waste collection vehicles would be able to enter the project driveways to pick up bins and exit the site without conflict. Turning templates for this delivery vehicle indicate that the existing 26-feet wide driveways along Cleveland Ave provides sufficient vehicle access to and from the project site without conflict. Enough vertical clearance is provided for the rear-road waste collection vehicles that allow vehicles enter the garage without any conflicts.

In the event of an emergency, the Fire Truck can access the project site from both driveways providing direct fire access for emergency personnel. All driveways are more than 26-feet wide minimum, provide at least 10-feet high clearance, and satisfies the 20-foot horizontal and 10-foot- vertical minimum access clearances from the 2016 CA Fire Code.

Figure 15 through Error! Reference source not found.**7** show site access and vehicle turn templates to the project site and on-site parking area for the design vehicles described above.

Figure 15: Passenger Vehicle Access

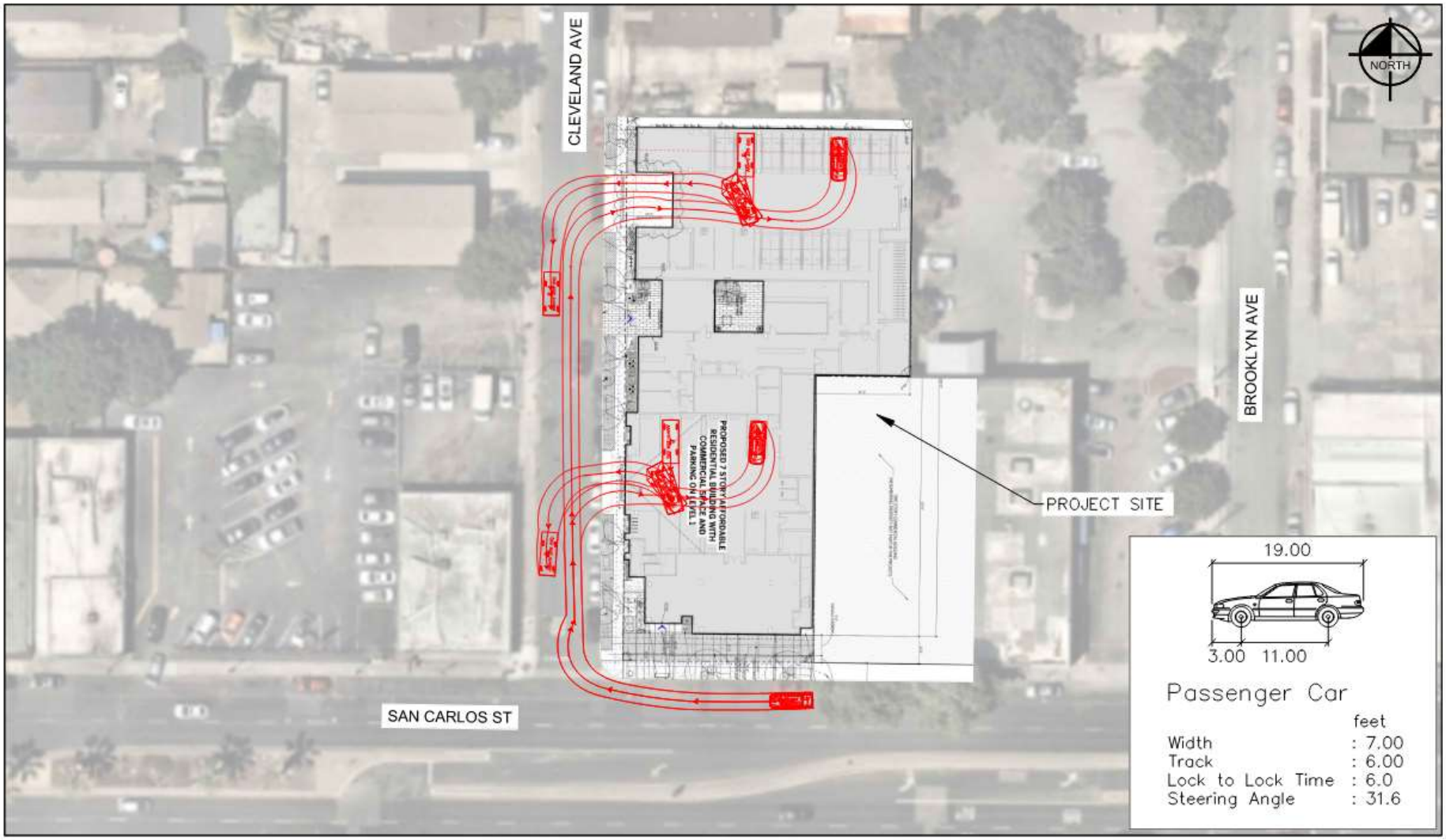
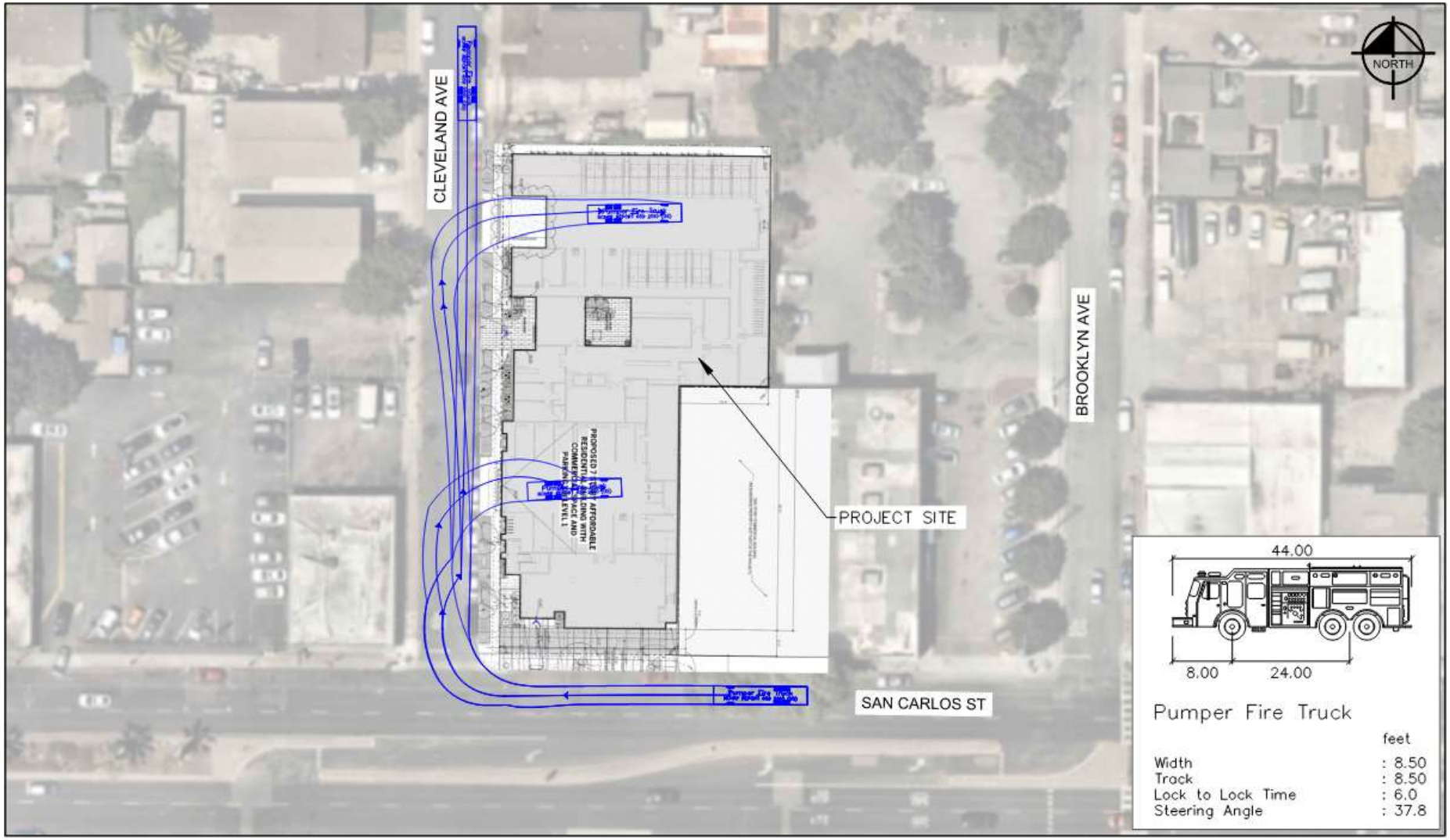


Figure 16: Garbage Truck Access



Figure 17: Fire Truck Access



5.5 Bicycle, Pedestrian, and Transit Access

The project will provide on-site pedestrian and bicycle facilities and provide transit access to the existing facilities along San Carlos St within the vicinity of the project site. Pedestrian and bicycle improvements include sidewalk along Cleveland Ave and bike racks for parking. Access to transit facilities within the vicinity of the project site is provided via existing network of sidewalks and crosswalks.

As stated in Section 2, the existing network of sidewalks and crosswalks in the study area are adequate with connectivity and walkable routes to retail, residential and other points of interest in the immediate project area. In addition, a designated pedestrian crossing is provided across San Carlos St at Brooklyn Ave, which connects to the sidewalk on the southside of San Carlos St. The closest bus station by the project site is at W. San Carlos St / Wabash Ave intersection on San Carlos St. which can be accessed using existing sidewalks and existing pedestrian crossing at Brooklyn Ave. Under existing conditions, no bicycle facilities are provided within the vicinity of the project site. However, per San José Better Bike Plan 2025, Class IV protected bike lanes will be provided along San Carlos St from Bascom Ave to 4th St.

Per Envision San José 2040 General Plan, West San Carlos Street is designated as Grand Boulevard in the immediate vicinity of the project site. Grand Boulevard are defined as major transportation corridors that connect City neighborhoods and are primary routes for VTA light-rail, bus rapid transit (BRT), and other local buses. Automobiles, bicycles, and trucks are accommodated along this corridor, however, if there are conflicts, transit is given priority over other modes. Grand Boulevard accommodate moderate to high traffic volumes of through traffic, accommodates pedestrians with ample sidewalks on both sides, and enhanced pedestrian amenities around transit stops.

The project is not anticipated to add substantial project trips to the existing pedestrian, bicycle, or transit facilities in the area. Therefore, the project would not create an adverse effect to the existing pedestrian, bicycle, or transit facility operations.

5.6 Vehicle and Bicycle Parking

The San José City Council voted unanimously on December 6, 2022, to update its parking ordinance to no longer have minimum parking requirements for development proposals and to favor other modes of transportation. The new ordinance is in effect as of April 10, 2023.

Pursuant to Section 20.90.900, the residential and retail components would meet the screening criteria for TDM exemptions as a restricted affordable residential project and as a local-serving retail with 100,000 square-feet or less without drive-through operations, respectively. Therefore, a TDM Plan will not be required. However, a total of 27 vehicle parking spaces for residential component (19 spaces for residents and 8 spaces for staff) and 11 vehicle parking spaces for the retail component are identified for the project site.

Based on CJS Transportation Analysis Handbook the residential land use is exempt under the new TDM parking policy and ordinance per the Restricted Affordable Residential Project parameter.

Affordability

The project would construct a 7-story, 94-unit affordable, mixed-income housing development serving families in the West San Carlos Urban Village Plan area. The proposed project meets the affordability criteria by providing 100% affordable residential units.

High Quality Transit

The proposed project is in vicinity of the high-quality transit corridors. West San Carlos Street is the route to Bus Routes 23 and 523. The Route 23 provides services intervals no longer than 15 minutes during peak commute hours. The existing bus stops at intersection of Bascom Ave/W San Carlos St and W San Carlos St/Wabash Ave/Leland Ave provide service to the route 23 with a frequency service interval of 15 minutes during morning and afternoon peak commute periods. So, the project meets the High-Quality Transit criteria.

Transit-Supporting Project Density

Per transit-supporting project density criteria, the minimum of 35 units per acre for residential projects to meet the City's TDM program. This project would construct a total number of 94 dwelling units in a 0.56 acres property which meets the criteria mentioned above.

Since all the criteria under the restricted affordable residential projects or components are met, it can conclude that project is exempt under the new TDM parking policy and ordinance.

Table 10: Screening Criteria for the City's TDM Program for Development Projects

Project Type	Screening Criteria
Small Infill Projects	• Office projects of 10,000 square feet of gross floor area or less; • Industrial projects of 30,000 square feet of gross floor area or less; • Single-family detached residential projects of 15 or fewer units; • Single-family attached or multi-family residential projects of 25 or fewer units; • Hotel or model projects of 100 or fewer rooms
Local-Serving Retail	• Retail projects of 100,000 square feet of total gross floor area or less without drive-through operations [1]
Education	• Charter or private school projects of fewer than 250 students
Local-Serving Public Facilities	• Branch library, community center, fire station, pumping station, park, police station, or public school projects
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% affordable units [2], 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 [3] or an existing stop along a high-quality transit corridor [4]; AND • **Transit-Supporting Project Density:** ○ Minimum of 35 units per acre for residential projects or components; ○ 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 General Plan Land Use Designation must be met

Notes:
(1) Defined in the Council Policy 6-10, *Criteria for the Review of Drive-through Uses*.
(2) Defined in General Plan IP-5.12 as families earning 80 percent or less of the Area Median Income.
(3) Defined in the Pub. Resources Code § 21064.3 ("Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods").
(4) Defined in the Pub. Resources Code § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours").

Per the Chapter 20.90.060, Table 20-190 of the San José Municipal Code, the proposed project land use is required to provide the following minimum off-street parking:

- Multiple Dwelling
  - One (1) bicycle parking space per 4 living units.
- Food, beverages, and groceries
  - One (1) bicycle parking space per 3,000 square feet of floor area.

Based on these City ratios, the project is required to provide 24 bicycle parking spaces for the residential component and 1 bicycle parking space for the retail component. The project site plan proposes a total parking supply of 50 bicycles parking spaces (48 long-term and 2 short-term) for the residential component and 8 bicycle parking spaces (6 long-term and 2 short-term) for the retail component.

The project site plan is anticipated to provide sufficient bicycle parking per the City's off-street parking requirement. **Table 11** summarize the bicycle parking requirements for the project.

Table 11: Project Parking Summary

GUIDELINE SOURCE	PARKING TYPE	LAND USE	PARKING STANDARD PER GUIDELINE	Area (DU/SQFT)	Parking Reqd. (# SPACES)	Parking Provided (# SPACES)	Sufficient Parking (Yes/No)
San Jose Municipal Code	Bicycle	Residential	1 bicycle spaces per 4 living units	94	24	50	Yes
		Retail	1 bicycle spaces per 3,000 SQFT of floor area	1,946	1	8	Yes
Notes:							
SQFT = Square Feet; GFA = Gross Floor Area							
Proposed parking supply based on project description from applicant							
Parking requirements based on San Jose Municipal Code							

5.7 Construction Operations

During project construction, a Traffic Management Plan (TMP) should be developed for construction activities at the site. Prior to construction, the contractor should place temporary signs indicating closed sidewalk facilities, install a temporary screened fence around the work area, protect existing features/utilities, and repair any damaged improvements within public right of way per City of San José requirements.

Pedestrians and bicyclists may not be able to travel on the east side of Cleveland Avenue and on the northside of San Carlos St. next to the project during construction and would need to use the existing facilities on the opposite side of these streets.

The contractor should install appropriate CA MUTCD traffic control devices to warn approaching vehicles of temporary lane closures and lane merges prior to the project site.

It is assumed that a temporary construction vehicle parking and stage construction area would be provided on the project site. This potential parking area would require the contractor to obtain necessary approval, right of entry, and permits with the City and property owners prior to construction.

5.8 Neighborhood Interface

The proposed project is located within the W. San Carlos Street (West) Urban Village per the Envision San José 2040 General Plan. As per General Plan, Urban Villages are designed to provide a vibrant and inviting mixed-use setting to attract pedestrians, bicyclists, and transit users of all ages and to promote job growth. Residential neighborhoods are located north and south of W. San Carlos Street within the vicinity of the project site. Despite proximity to residential neighborhoods, the project is not anticipated to create an adverse effect in the surrounding area. The project driveways are closer to W. San Carlos Street and nearly

all project traffic is anticipated to use W. San Carlos Street to access the project. Negligible cut-through traffic via Cleveland Avenue and Olive Avenue is anticipated because of the residential nature of these streets with stop-controlled approaches.

On-street parking within the vicinity of the project site is prohibited along the west side along Cleveland Avenue. The proposed project provides ample parking and is not anticipated to create an adverse effect to the existing parking condition in the surrounding area.

From recent site visits and field observations, sidewalk and curb returns are provided in the area. The existing sidewalks in the area are at least seven feet wide to more than 8 feet wide and have either rolled or raised concrete curbs. ADA compliant curb ramps are also provided in the area. The project is not anticipated to create an adverse effect to the existing pedestrian and bicycle facilities in the surrounding neighborhood area.

6 CONCLUSIONS AND RECOMMENDATIONS

CEQA Transportation Analysis

The housing component would meet the screening criteria for VMT analysis exemption as a residential project in a planned growth area near high-quality transit and with transit-supportive residential density. The retail square footage would meet the screening criteria of local-serving retail with 100,000 square feet if total gross floor area or less without drive-through operations. Therefore, a CEQA Transportation Analysis is not required.

Local Transportation Analysis

Project Trip Generation

Trip generation for the proposed project land uses was calculated using average trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (September 2021).

Per the 2023*Transportation Analysis Handbook*, applicable trip generation reduction credits were applied to the project. Development of the proposed project with all applicable trip reductions and credits is anticipated to generate a net total of 485 additional daily trips, 45 AM, and 48 PM peak hour trips to the roadway network.

Intersection Traffic Operations

Intersection turning movement count data collected on a typical weekday during the month of November 2023 was used for all study intersections. Traffic conditions for each study intersection was analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under Existing, Background, and Background Plus Project scenarios. The City of San José intersection level of service standards and significance thresholds were used to determine adverse effects caused by the project.

Adverse Effects and Improvements

Based on City intersection operation threshold criteria described in Section 1, the project is not anticipated to generate an adverse effect to the study intersections during the Background Plus Project scenarios.

The project will improve the existing sidewalks along project's frontage along Cleveland Ave and San Carlos St per City standards and provides direct pedestrian access to the proposed site from existing sidewalks. The project is not anticipated to generate an adverse effect to the existing pedestrian network during the Project scenario. However, to further enhance the existing pedestrian facilities, the project may be required to contribute a monetary contribution toward a potential future enhanced pedestrian crosswalk at the intersection of San Carlos St / Vaughn Ave.

Per the San José 2025 Better Bike Plan, the City is planning to enhance the bicycle facilities within the vicinity of the project site, to include Class IV bike lanes along the project frontage identified above. Per direction from the City, the project applicant will provide an in-lieu monetary contribution (of $144 per LF) for the future Class IV protected bike lanes along San Carlos St frontage.

The project is well served with transit facilities within its vicinity, which includes VTA bus routes 23 and 523. The project is not expected to generate significant number of transit trips and the project is not anticipated to generate an adverse effect to the existing transit network during the Project scenario.

Vehicle Site Access and Circulation

Main access to project site is proposed through two driveways via Cleveland Ave. and no access is proposed via West San Carlos St. The southern driveway will primarily be used to access parking for retail land use and the northern driveway will be primarily for residential land use.

Passenger vehicles, garbage trucks, and emergency vehicles are able to circulate and access the project site without conflict.

Pedestrian, Bicycle, and Transit Site Access

The project will provide on-site pedestrian and bicycle facilities and provide transit access to the existing facilities along San Carlos St within the vicinity of the project site. Pedestrian and bicycle improvements include sidewalk along Cleveland Ave and bike racks for parking. Access to transit facilities within the vicinity of the project site is provided via existing network of sidewalks and crosswalks.

The project is not anticipated to add substantial project trips to the existing pedestrian, bicycle, or transit facilities in the area. Therefore, the project would not create an adverse effect to the existing pedestrian, bicycle, or transit facility operations.

On-Site Vehicle and Bicycle Parking

Pursuant to Section 20.90.900, the residential and retail components would meet the screening criteria for TDM exemptions as a restricted affordable residential project and as a local-serving retail with 100,000 square-feet or less without drive-through operations, respectively. Therefore, a TDM Plan will not be required. However, a total of 27 vehicle parking spaces for residential component (19 spaces for residents and 8 spaces for staff) and 11 vehicle parking spaces for the retail component are identified for the project site.

Based on these City ratios, the project is required to provide 24 bicycle parking spaces for the residential component and 1 bicycle parking space for the retail component. The project site plan proposes a total parking supply of 50 bicycles parking spaces (48 long-term and 2 short-term) for the residential component and 8 bicycle parking spaces (6 long-term and 2 short-term) for the retail component.

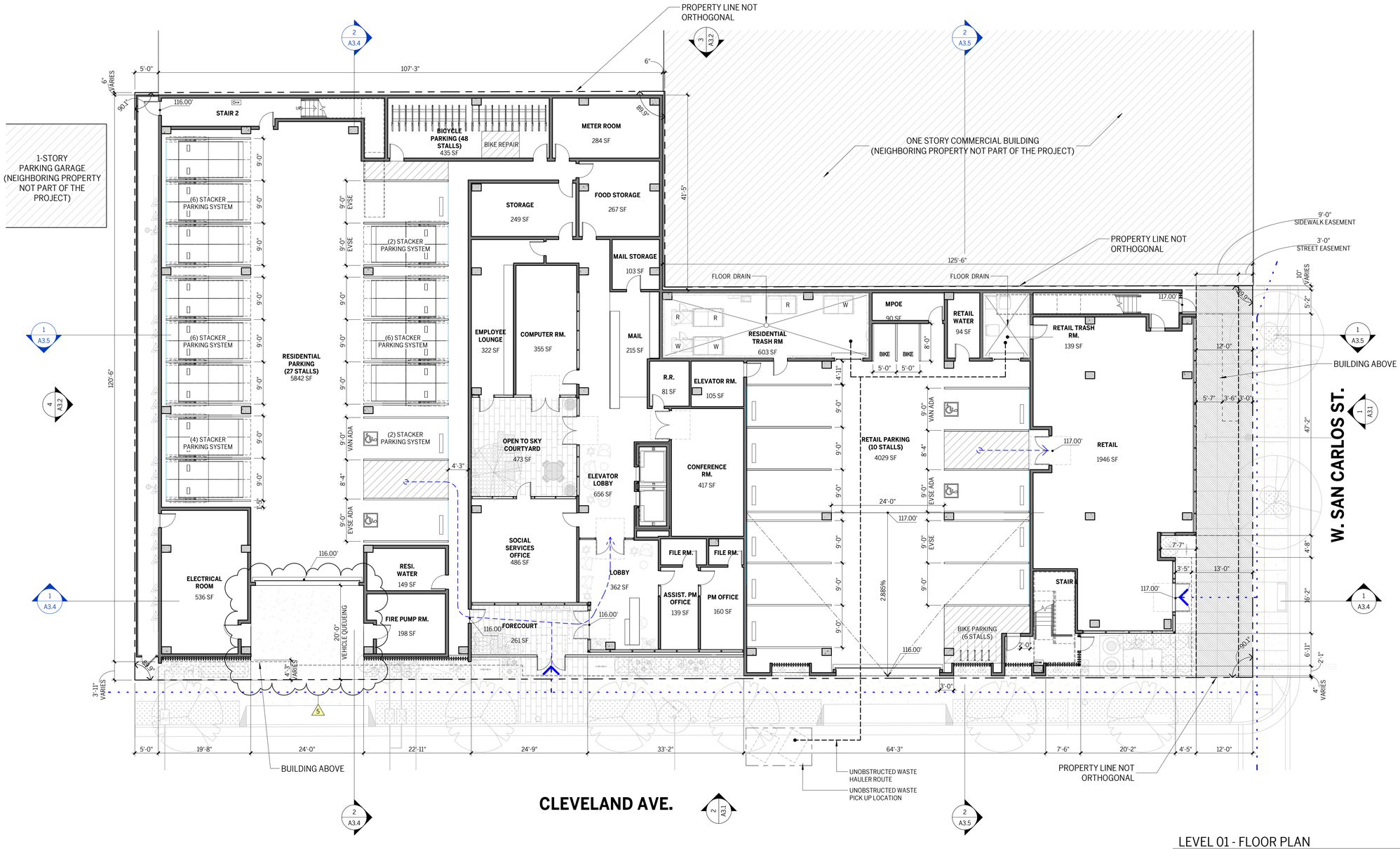
Neighborhood Interface

On-street parking within the vicinity of the project site is prohibited along the west side along Cleveland Avenue. The proposed project provides ample parking and is not anticipated to create an adverse effect to the existing parking condition in the surrounding area.

7 APPENDICES

Appendices A –Project Site Plan
Appendices B – Intersection Traffic Counts
Appendices C – San José Approved Trip Inventory
Appendices D – TRAFFIX Intersection Operations Analysis

Appendices A – Project Site Plan



LEVEL 01 - FLOOR PLAN 1

SCALE: 3/32" = 1'-0" REF: A3.1

0 16'

LEGEND

- PROJECT BOUNDARY AREA
- ACCESSIBLE PATH
- OVERHEAD BUILDING
- EASEMENT

UNIT MIX

UNITS

	STUDIO	1BED	2BED	3BED	TOTALS
LEVEL 7	1	3	4	4	**12**
LEVEL 6	4	4	4	4	**16**
LEVEL 5	5	4	4	4	**17**
LEVEL 4	6	4	4	4	**18**
LEVEL 3	6	4	4	4	**18**
LEVEL 2	2	3	4	4	**13**
LEVEL 1	0	0	0	0	**0**
TOTALS	**24**	**22**	**24**	**24**	**94**
MIX	25.5%	23.4%	25.5%	25.5%	100%

CITY OF SAN JOSE STAMP

CLIENT
PATH Ventures
340 N. Madison Avenue
Los Angeles, CA 90004

ARCHITECT
Steinberg Hart
333 W. San Carlos Street, Suite 1000
San Jose, CA 95110

File Nos. GP23-001, H23-005, T23-001 & ER23-02

PATH Villas on the Row

1921-1927 WEST SAN CARLOS ST
30-58 CLEVELAND AVE
SAN JOSE, CA 95128
File No H23-005

NOT FOR CONSTRUCTION

REV	DATE	ISSUE
5	06/28/24	SDP RESUBMITTAL #4
4	01/05/24	SDP RESUBMITTAL #3
3	10/31/23	SDP RESUBMITTAL #2
2	8/4/23	SDP RESUBMITTAL #1
1	1/31/23	SPD SUBMITTAL

1ST LEVEL PLAN

PROJECT #: 22161
DATE: 04/28/2024
DRAWN BY: LC
CHECKED BY: AH

SITE DEVELOPMENT PERMIT (FILE # H23-005)

A2.1

6/28/2024 1:58:54 PM Autodesk Docs://22161 PATH Villas on Row/22161_PATH Villas on Row_AR_2023.rvt

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Appendices B – Intersection Traffic Counts

San Jose, CA DOT - Turning Movement Counts - 5 Minute Intervals

Project San Jose - San Carlos Ave TMCs
Project Manager

	Start	End
AM Peak Hour	7:40	8:40
Peak 15-Minutes	8:05	8:20

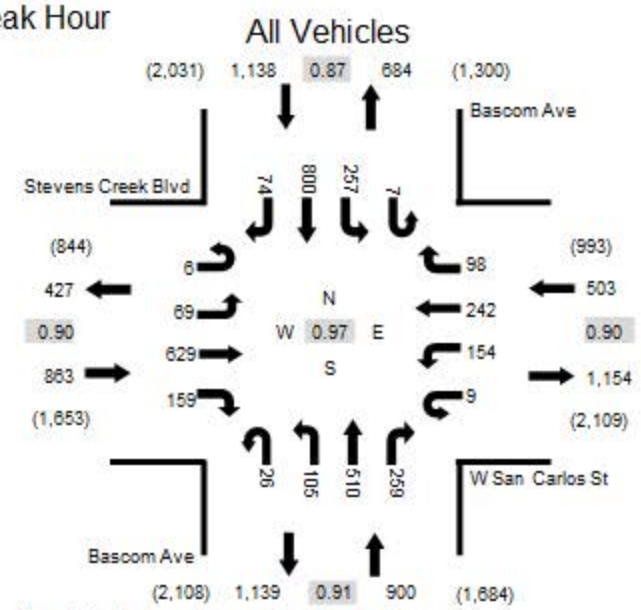
Node
Shop
Latitude 37.3234352
Longitude -121.931973
Orientation (N-S) Bascom Ave
Orientation (E-W) W San Carlos St

Date 11/14/2023

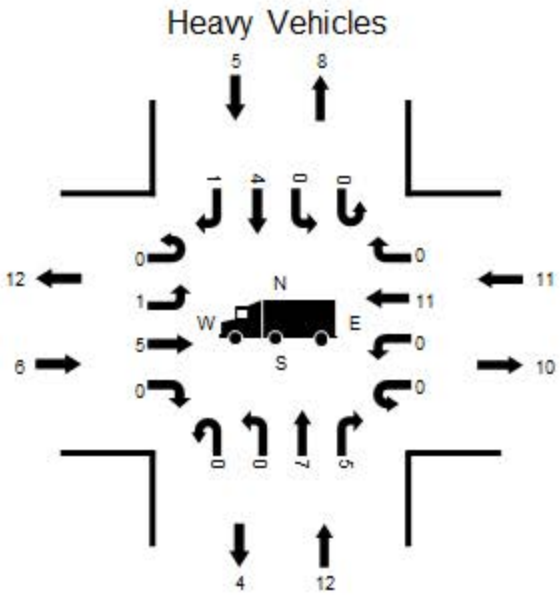
Peak Rolling Hour Flow Rates

Vehicle Type	Northbound				Eastbound				Southbound				Westbound				
(per FHWA Classification)	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Bicycles on Road	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Lights (Classes II & III)	9	229	679	110	11	35	127	95	6	83	375	61	0	157	768	167	2,912
Mediums (Classes IV, V & VI)	0	3	9	6	0	0	13	2	0	3	10	3	0	3	16	1	69
Articulated Trucks (Class VII - XIII)	0	0	1	0	0	0	3	0	0	0	0	2	0	1	2	0	9
Total	9	232	690	118	11	35	143	97	6	86	385	66	0	161	786	168	2,993
Total Morotized Vehicles	9	232	689	116	11	35	143	97	6	86	385	66	0	161	786	168	2,990
Heavy Vehicle Percentage (Mediums & Articulated Trucks)		1.8%				6.3%				3.3%				2.1%			2.6%
Peak Hour Factor (PHF)		0.90				0.85				0.88				0.84			0.96
Pedestrian on Crosswalk		22				10				15				18			65

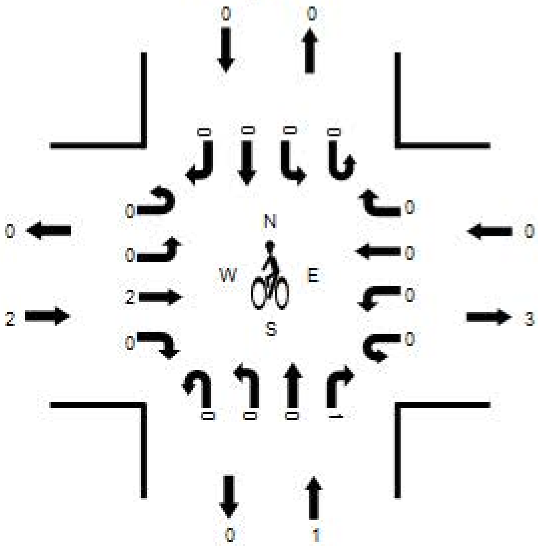
Peak Hour



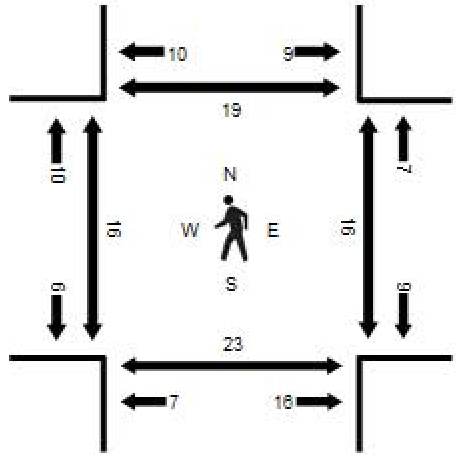
Notes: Total study counts contrained in parentheses.



Bicycles



Pedestrians



Traffic Counts - All Vehicles

INTERSECTION ORIENTATION	Bascom Ave				Stevens Creek Blvd				Bascom Ave				W San Carlos St					
	Northbound				Eastbound				Southbound				Westbound					
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Rolling Hour
7:00 AM	1	4	23	3	0	0	5	9	2	3	22	1	0	6	14	4	97	0
7:05 AM	1	4	27	4	0	0	4	7	1	3	13	3	1	0	35	8	111	0
7:10 AM	1	11	33	4	1	1	7	4	0	2	15	1	0	6	30	7	123	0
7:15 AM	1	8	20	4	3	3	13	6	0	3	21	2	1	5	39	5	134	0
7:20 AM	1	16	40	5	0	0	8	4	0	7	18	5	0	4	36	10	154	0
7:25 AM	1	14	39	4	0	3	12	9	0	10	22	2	0	7	34	5	162	0
7:30 AM	2	16	42	5	1	0	10	3	0	5	29	8	0	6	44	6	177	0
7:35 AM	1	15	44	5	1	1	10	4	0	8	28	5	0	14	44	14	194	0
7:40 AM	1	14	41	9	1	1	10	7	0	5	22	7	0	21	83	13	235	0
7:45 AM	2	17	65	9	0	1	23	9	1	4	22	2	0	13	75	15	258	0
7:50 AM	1	24	54	7	1	1	10	7	1	10	26	13	0	14	84	12	265	0
7:55 AM	0	10	43	16	1	0	10	7	0	8	45	4	0	13	75	11	243	2,153
8:00 AM	1	27	42	16	0	7	11	6	2	8	13	5	0	18	70	14	240	2,296
8:05 AM	1	20	79	7	0	5	16	6	1	5	45	6	0	9	54	12	266	2,451
8:10 AM	1	14	65	7	1	2	13	9	0	6	42	5	0	12	62	13	252	2,580
8:15 AM	0	22	60	13	0	2	7	4	0	9	31	5	0	23	70	15	261	2,707
8:20 AM	1	15	43	10	1	1	18	16	0	9	36	8	0	10	69	17	254	2,807
8:25 AM	0	15	60	8	3	5	10	6	1	4	33	9	0	9	49	14	226	2,871
8:30 AM	1	29	66	9	1	4	9	10	0	11	39	1	0	11	48	17	256	2,950
8:35 AM	0	25	72	7	2	6	6	10	0	7	31	1	0	8	47	15	237	2,993
8:40 AM	1	15	65	4	1	2	10	11	1	4	41	2	0	9	50	9	225	2,983
8:45 AM	1	16	58	5	0	2	17	6	0	11	35	7	0	8	51	23	240	2,965
8:50 AM	0	26	55	9	0	4	12	5	0	7	27	5	0	8	59	15	232	2,932
8:55 AM	0	17	54	4	1	3	13	5	0	9	34	11	0	8	44	13	216	2,905

Traffic Counts - Motorized Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	1	4	23	3	0	0	5	9	2	3	22	1	0	6	14	4	97
7:05 AM	1	4	27	4	0	0	4	7	1	3	13	3	1	0	35	8	111
7:10 AM	1	11	32	4	1	1	7	4	0	2	15	1	0	6	30	7	122
7:15 AM	1	8	19	4	3	3	13	6	0	3	21	2	1	5	39	5	133
7:20 AM	1	16	40	5	0	0	8	4	0	7	18	5	0	4	36	10	154
7:25 AM	1	13	39	4	0	3	12	9	0	10	22	2	0	7	34	5	161
7:30 AM	2	16	42	5	1	0	10	3	0	5	29	8	0	6	44	6	177
7:35 AM	1	15	44	5	1	1	10	4	0	8	28	5	0	14	44	14	194
7:40 AM	1	14	41	9	1	1	10	7	0	5	22	7	0	21	83	13	235
7:45 AM	2	17	65	9	0	1	23	9	1	4	22	2	0	13	75	15	258
7:50 AM	1	24	54	7	1	1	10	7	1	10	26	13	0	14	84	12	265
7:55 AM	0	10	43	15	1	0	10	7	0	8	45	4	0	13	75	11	242
8:00 AM	1	27	42	15	0	7	11	6	2	8	13	5	0	18	70	14	239
8:05 AM	1	20	79	7	0	5	16	6	1	5	45	6	0	9	54	12	266
8:10 AM	1	14	65	7	1	2	13	9	0	6	42	5	0	12	62	13	252
8:15 AM	0	22	60	13	0	2	7	4	0	9	31	5	0	23	70	15	261
8:20 AM	1	15	43	10	1	1	18	16	0	9	36	8	0	10	69	17	254
8:25 AM	0	15	59	8	3	5	10	6	1	4	33	9	0	9	49	14	225
8:30 AM	1	29	66	9	1	4	9	10	0	11	39	1	0	11	48	17	256
8:35 AM	0	25	72	7	2	6	6	10	0	7	31	1	0	8	47	15	237
8:40 AM	1	15	65	4	1	2	10	11	1	4	41	2	0	9	50	9	225
8:45 AM	1	16	58	5	0	2	17	6	0	11	35	7	0	8	51	23	240
8:50 AM	0	26	55	9	0	4	12	5	0	7	27	5	0	8	59	15	232
8:55 AM	0	17	53	4	1	3	13	5	0	9	34	11	0	8	44	13	215

Traffic Counts - Heavy Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	4
7:05 AM	0	0	2	1	0	0	0	0	0	0	1	0	0	0	1	1	6
7:10 AM	0	0	0	1	0	0	2	0	0	0	1	0	0	0	0	0	4
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	4
7:20 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
7:25 AM	0	0	1	0	0	0	2	0	0	0	1	1	0	0	5	0	10
7:30 AM	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
7:35 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	3
7:40 AM	0	0	1	0	0	0	0	1	0	0	0	2	0	0	5	0	9
7:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
7:50 AM	0	1	1	1	0	0	4	0	0	0	0	0	0	1	2	1	11
7:55 AM	0	0	0	2	0	0	1	0	0	1	2	0	0	0	3	0	9
8:00 AM	0	0	1	3	0	0	4	0	0	0	0	0	0	0	2	0	10
8:05 AM	0	1	2	0	0	0	0	0	0	0	1	3	0	0	0	0	7
8:10 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3
8:20 AM	0	0	0	0	0	0	2	1	0	0	3	0	0	0	2	0	8
8:25 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2	0	5
8:30 AM	0	0	2	0	0	0	1	0	0	1	1	0	0	0	0	0	5
8:35 AM	0	1	1	0	0	0	1	0	0	0	1	0	0	2	2	0	8
8:40 AM	0	1	1	0	0	0	0	0	0	0	1	0	0	0	4	0	7
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3	0	5
8:50 AM	0	0	0	1	0	1	0	0	0	0	1	0	0	0	5	0	8
8:55 AM	0	1	2	0	0	0	1	0	0	0	0	0	0	0	4	0	8

Traffic Counts - Lights (Passenger Cars and Two Axle Four Tier Single Units)

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	1	4	23	3	0	0	4	9	2	3	21	1	0	5	13	4	93
7:05 AM	1	4	25	3	0	0	4	7	1	3	12	3	1	0	34	7	105
7:10 AM	1	11	32	3	1	1	5	4	0	2	14	1	0	6	30	7	118
7:15 AM	1	8	18	4	3	3	12	6	0	3	21	2	1	5	37	5	129
7:20 AM	1	15	40	5	0	0	8	4	0	7	17	5	0	4	36	10	152
7:25 AM	1	13	38	4	0	3	10	9	0	10	21	1	0	7	29	5	151
7:30 AM	2	15	42	5	1	0	9	3	0	5	28	8	0	6	44	6	174
7:35 AM	1	15	43	5	1	1	9	4	0	8	28	5	0	14	43	14	191
7:40 AM	1	14	40	9	1	1	10	6	0	5	22	5	0	21	78	13	226
7:45 AM	2	17	65	9	0	1	22	9	1	4	21	2	0	13	75	15	256
7:50 AM	1	23	53	6	1	1	6	7	1	10	26	13	0	13	82	11	254
7:55 AM	0	10	43	13	1	0	9	7	0	7	43	4	0	13	72	11	233
8:00 AM	1	27	41	12	0	7	7	6	2	8	13	5	0	18	68	14	229
8:05 AM	1	19	77	7	0	5	16	6	1	5	44	3	0	9	54	12	259
8:10 AM	1	14	65	7	1	2	12	9	0	6	42	5	0	12	62	13	251
8:15 AM	0	22	60	13	0	2	7	4	0	8	30	5	0	22	70	15	258
8:20 AM	1	15	43	10	1	1	16	15	0	9	33	8	0	10	67	17	246
8:25 AM	0	15	57	8	3	5	9	6	1	4	33	9	0	9	47	14	220
8:30 AM	1	29	64	9	1	4	8	10	0	10	38	1	0	11	48	17	251
8:35 AM	0	24	71	7	2	6	5	10	0	7	30	1	0	6	45	15	229
8:40 AM	1	14	64	4	1	2	10	11	1	4	40	2	0	9	46	9	218
8:45 AM	1	16	58	5	0	2	16	6	0	11	35	6	0	8	48	23	235
8:50 AM	0	26	55	8	0	3	12	5	0	7	26	5	0	8	54	15	224
8:55 AM	0	16	51	4	1	3	12	5	0	9	34	11	0	8	40	13	207

Traffic Counts - Bicycles on Road

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Pedestrians on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	1	1	0	1	1	0	0	0	0	0	0
7:05 AM	0	2	2	0	0	0	0	0	0	0	4	4
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	1	0	0	0	0	0	0	0	0	0
7:20 AM	2	1	3	0	0	0	0	0	0	1	0	1
7:25 AM	1	0	1	0	0	0	0	0	0	1	2	3
7:30 AM	0	0	0	1	0	1	0	0	0	0	2	2
7:35 AM	0	2	2	1	0	1	1	0	1	1	0	1
7:40 AM	0	1	1	0	0	0	2	0	2	0	1	1
7:45 AM	0	1	1	2	2	4	1	0	1	0	0	0
7:50 AM	0	0	0	0	2	2	0	1	1	1	0	1
7:55 AM	4	5	9	0	0	0	3	0	3	1	2	3
8:00 AM	0	2	2	2	0	2	3	0	3	2	2	4
8:05 AM	2	0	2	1	1	2	0	2	2	2	2	4
8:10 AM	0	1	1	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	1	1	0	0	0	1	1	2	0	0	0
8:25 AM	0	2	2	0	0	0	1	0	1	1	1	2
8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0
8:35 AM	1	1	2	0	0	0	0	0	0	0	2	2
8:40 AM	0	1	1	0	0	0	0	0	0	0	0	0
8:45 AM	0	2	2	0	0	0	0	1	1	0	1	1
8:50 AM	3	1	4	0	0	0	2	0	2	3	1	4
8:55 AM	0	0	0	0	0	0	1	0	1	0	0	0

San Jose, CA DOT - Turning Movement Counts - 5 Minute Intervals

Project	San Jose - San Carlos Ave TMCs
Project Manager	

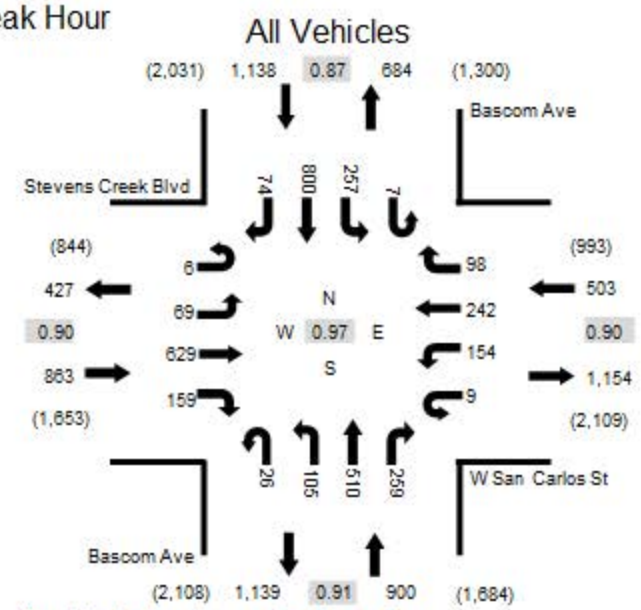
	Start	End
PM Peak Hour	16:40	17:40
Peak 15-Minutes	17:15	17:30

Node	
Shop	
Latitude	37.3234352
Longitude	-121.931973
Orientation (N-S)	Bascom Ave
Orientation (E-W)	*N* San Carlos St
Date	11/14/2023

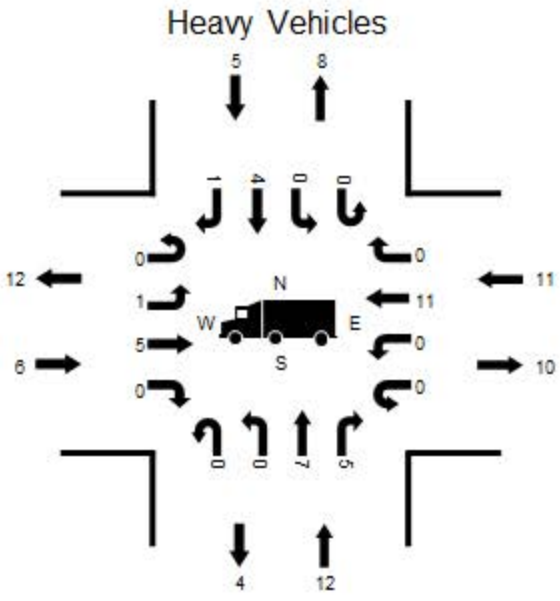
Peak Rolling Hour Flow Rates

Vehicle Type	Northbound				Eastbound				Southbound				Westbound				
(per FHWA Classification)	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Bicycles on Road	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
Lights (Classes II & III)	26	105	503	253	6	68	622	159	7	257	796	73	9	154	231	98	3,367
Mediums (Classes IV, V & VI)	0	0	7	5	0	1	5	0	0	0	4	1	0	0	10	0	33
Articulated Trucks (Class VII - XIII)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	26	105	510	259	6	69	629	159	7	257	800	74	9	154	242	98	3,404
Total Morotized Vehicles	26	105	510	258	6	69	627	159	7	257	800	74	9	154	242	98	3,401
Heavy Vehicle Percentage (Mediums & Articulated Trucks)		1.3%				0.7%				0.4%				2.2%			1.0%
Peak Hour Factor (PHF)		0.91				0.90				0.87				0.90			0.97
Pedestrian on Crosswalk		23				16				19				16			74

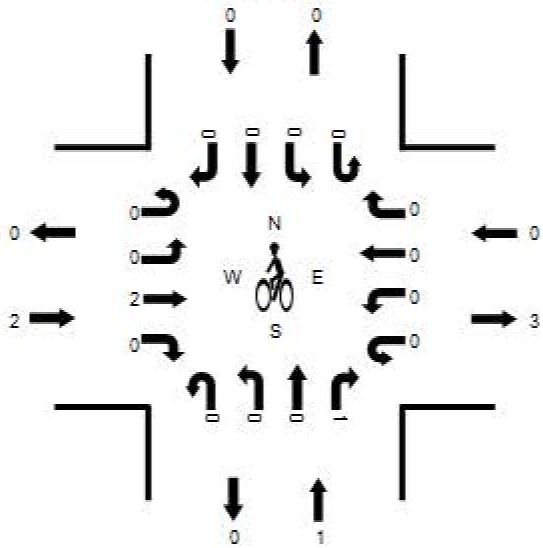
Peak Hour



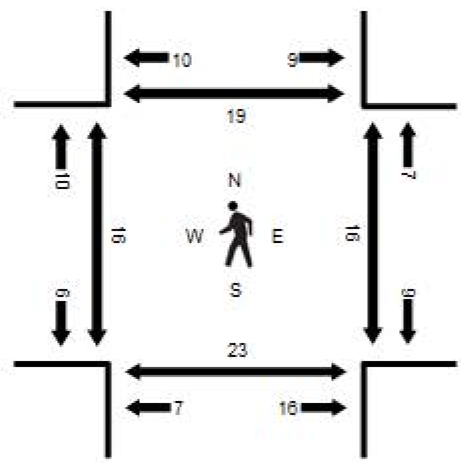
Notes: Total study counts contrained in parentheses.



Bicycles



Pedestrians



Traffic Counts - All Vehicles

INTERSECTION ORIENTATION	Bascom Ave				Stevens Creek Blvd				Bascom Ave				W San Carlos St					
	Northbound				Eastbound				Southbound				Westbound					
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Rolling Hour
4:00 PM	1	9	38	18	0	6	52	16	0	10	55	8	1	7	15	6	242	0
4:05 PM	2	8	32	24	1	8	41	11	1	13	37	4	1	12	25	6	226	0
4:10 PM	3	11	45	18	1	8	40	10	1	23	38	5	0	15	20	7	245	0
4:15 PM	3	8	31	13	2	4	38	15	2	16	75	8	0	10	17	8	250	0
4:20 PM	4	5	32	17	0	2	48	10	0	18	48	1	1	9	19	12	226	0
4:25 PM	1	12	49	16	1	1	48	15	0	12	51	12	0	11	18	4	251	0
4:30 PM	0	11	38	18	1	2	34	11	0	13	47	5	1	12	33	11	237	0
4:35 PM	0	11	48	19	1	10	53	7	0	18	27	4	1	17	15	7	238	0
4:40 PM	2	9	35	19	0	3	61	15	1	28	57	6	0	16	29	7	288	0
4:45 PM	4	11	38	22	1	6	51	20	2	18	46	6	2	20	18	8	273	0
4:50 PM	1	11	43	18	0	7	49	22	1	16	64	6	2	11	19	7	277	0
4:55 PM	1	6	50	28	3	2	47	6	2	21	84	5	1	12	17	8	293	3,046
5:00 PM	1	10	63	16	0	10	48	14	0	18	85	2	0	13	15	9	304	3,108
5:05 PM	6	9	43	14	0	4	42	13	1	24	66	6	1	11	25	7	272	3,154
5:10 PM	1	10	48	23	1	10	60	13	0	17	59	8	0	10	15	8	283	3,192
5:15 PM	2	8	43	28	0	4	63	13	0	19	67	12	0	7	26	7	299	3,241
5:20 PM	5	11	33	19	0	6	56	13	0	19	81	7	0	16	22	7	295	3,310
5:25 PM	1	4	38	30	0	7	53	14	0	30	69	9	0	8	13	11	287	3,346
5:30 PM	0	6	30	25	0	6	50	7	0	29	80	2	1	16	22	6	280	3,389
5:35 PM	2	10	46	17	1	4	49	9	0	18	42	5	2	14	21	13	253	3,404
5:40 PM	4	3	39	20	3	10	51	11	0	11	71	1	2	13	14	14	267	3,383
5:45 PM	3	8	38	13	1	6	60	10	0	5	57	5	1	11	20	9	247	3,357
5:50 PM	0	7	27	12	2	2	50	16	0	15	71	6	1	11	19	7	246	3,326
5:55 PM	0	10	37	18	0	2	53	16	1	18	76	4	0	19	23	5	282	3,315

Traffic Counts - Motorized Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	1	9	38	18	0	6	52	16	0	10	55	8	1	7	15	6	242
4:05 PM	2	8	32	24	1	8	41	11	1	13	37	4	1	12	25	6	226
4:10 PM	3	11	45	18	1	8	40	10	1	23	38	5	0	15	20	7	245
4:15 PM	3	8	31	13	2	4	38	15	2	16	75	8	0	10	17	8	250
4:20 PM	4	5	32	17	0	2	47	10	0	18	48	1	1	9	19	12	225
4:25 PM	1	12	49	16	1	1	48	14	0	12	51	12	0	11	18	4	250
4:30 PM	0	11	38	18	1	2	34	11	0	13	47	5	1	12	33	11	237
4:35 PM	0	11	48	19	1	10	53	7	0	18	27	4	1	17	15	7	238
4:40 PM	2	9	35	19	0	3	61	15	1	28	57	6	0	16	29	7	288
4:45 PM	4	11	38	22	1	6	50	20	2	18	46	6	2	20	18	8	272
4:50 PM	1	11	43	18	0	7	49	22	1	16	64	6	2	11	19	7	277
4:55 PM	1	6	50	28	3	2	47	6	2	21	84	5	1	12	17	8	293
5:00 PM	1	10	63	16	0	10	48	14	0	18	85	2	0	13	15	9	304
5:05 PM	6	9	43	14	0	4	42	13	1	24	66	6	1	11	25	7	272
5:10 PM	1	10	48	22	1	10	60	13	0	17	59	8	0	10	15	8	282
5:15 PM	2	8	43	28	0	4	63	13	0	19	67	12	0	7	26	7	299
5:20 PM	5	11	33	19	0	6	56	13	0	19	81	7	0	16	22	7	295
5:25 PM	1	4	38	30	0	7	53	14	0	30	69	9	0	8	13	11	287
5:30 PM	0	6	30	25	0	6	50	7	0	29	80	2	1	16	22	6	280
5:35 PM	2	10	46	17	1	4	48	9	0	18	42	5	2	14	21	13	252
5:40 PM	4	3	39	20	3	10	51	11	0	11	71	1	2	13	14	14	267
5:45 PM	3	8	38	13	1	6	60	10	0	5	57	5	1	11	20	9	247
5:50 PM	0	7	27	12	2	2	49	16	0	15	71	6	1	11	19	7	245
5:55 PM	0	10	37	18	0	2	52	16	1	18	76	4	0	19	23	5	281

Traffic Counts - Heavy Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	1	0	0	3	0	0	0	1	0	0	0	0	0	5
4:05 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
4:15 PM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
4:20 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
4:25 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	1	1	0	1	0	0	0	1	0	0	0	4	0	8
4:35 PM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
4:40 PM	0	0	2	1	0	0	1	0	0	0	0	0	0	0	1	0	5
4:45 PM	0	0	1	2	0	0	2	0	0	0	0	1	0	0	0	0	6
4:50 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:55 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	4
5:10 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
5:20 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	3
5:25 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	3
5:35 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	5
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
5:50 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:55 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	3

Traffic Counts - Lights (Passenger Cars and Two Axle Four Tier Single Units)

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	1	9	38	17	0	6	49	16	0	10	54	8	1	7	15	6	237
4:05 PM	2	8	30	23	1	8	41	11	1	13	37	4	1	12	25	6	223
4:10 PM	3	11	45	18	1	8	40	10	1	23	38	5	0	15	18	7	243
4:15 PM	3	8	31	13	2	4	37	15	2	16	73	8	0	10	17	8	247
4:20 PM	4	5	31	17	0	2	47	10	0	18	48	1	1	9	18	12	223
4:25 PM	1	12	49	16	1	1	47	14	0	12	51	12	0	11	17	4	248
4:30 PM	0	11	38	17	0	2	33	11	0	13	46	5	1	12	29	11	229
4:35 PM	0	11	48	18	1	10	51	7	0	18	27	4	1	17	15	7	235
4:40 PM	2	9	33	18	0	3	60	15	1	28	57	6	0	16	28	7	283
4:45 PM	4	11	37	20	1	6	48	20	2	18	46	5	2	20	18	8	266
4:50 PM	1	11	43	18	0	7	49	22	1	16	63	6	2	11	19	7	276
4:55 PM	1	6	50	28	3	2	46	6	2	21	84	5	1	12	16	8	291
5:00 PM	1	10	63	16	0	10	48	14	0	18	85	2	0	13	15	9	304
5:05 PM	6	9	43	14	0	3	41	13	1	24	65	6	1	11	24	7	268
5:10 PM	1	10	47	22	1	10	60	13	0	17	59	8	0	10	15	8	281
5:15 PM	2	8	43	28	0	4	63	13	0	19	67	12	0	7	23	7	296
5:20 PM	5	11	32	19	0	6	56	13	0	19	80	7	0	16	21	7	292
5:25 PM	1	4	37	30	0	7	53	14	0	30	69	9	0	8	13	11	286
5:30 PM	0	6	30	23	0	6	50	7	0	29	80	2	1	16	21	6	277
5:35 PM	2	10	45	17	1	4	48	9	0	18	41	5	2	14	18	13	247
5:40 PM	4	3	39	20	3	10	51	11	0	11	71	1	2	13	14	14	267
5:45 PM	3	8	38	13	1	6	59	10	0	5	56	5	1	11	20	9	245
5:50 PM	0	7	26	12	2	2	49	16	0	15	71	6	1	11	19	7	244
5:55 PM	0	10	36	18	0	2	51	16	1	18	76	4	0	19	22	5	278

Traffic Counts - Bicycles on Road

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:25 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:55 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1

Pedestrians on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	5	0	5	2	0	2	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	2	0	2	2	0	2
4:10 PM	0	0	0	1	0	1	0	2	2	0	1	1
4:15 PM	0	0	0	0	2	2	0	0	0	0	0	0
4:20 PM	0	0	0	0	1	1	0	0	0	0	0	0
4:25 PM	0	2	2	2	1	3	2	0	2	0	3	3
4:30 PM	1	0	1	3	1	4	2	1	3	0	0	0
4:35 PM	0	1	1	1	0	1	1	0	1	0	0	0
4:40 PM	1	0	1	2	0	2	2	1	3	0	1	1
4:45 PM	2	0	2	0	1	1	1	0	1	1	0	1
4:50 PM	0	0	0	0	0	0	0	0	0	1	0	1
4:55 PM	0	2	2	0	3	3	0	0	0	2	3	5
5:00 PM	0	1	1	0	1	1	0	3	3	0	1	1
5:05 PM	1	0	1	0	1	1	3	1	4	1	0	1
5:10 PM	2	1	3	1	0	1	0	0	0	1	1	2
5:15 PM	2	1	3	1	1	2	2	0	2	0	1	1
5:20 PM	3	0	3	0	1	1	1	1	2	0	0	0
5:25 PM	0	1	1	1	1	2	0	2	2	0	0	0
5:30 PM	1	1	2	1	0	1	1	1	2	1	0	1
5:35 PM	4	0	4	0	1	1	0	0	0	0	2	2
5:40 PM	0	0	0	1	1	2	1	0	1	0	1	1
5:45 PM	2	1	3	0	1	1	0	0	0	0	0	0
5:50 PM	1	1	2	0	0	0	4	0	4	0	1	1
5:55 PM	1	1	2	2	1	3	0	0	0	0	1	1

San Jose, CA DOT - Turning Movement Counts - 5 Minute Intervals

Project	San Jose - San Carlos Ave TMCs
Project Manager	

	Start	End
AM Peak Hour	7:35	8:35
Peak 15-Minutes	7:50	8:05

Node	
Shop	
Latitude	37.3234117
Longitude	-121.926772
Orientation (N-S)	Wabash Ave
Orientation (E-W)	W San Carlos St

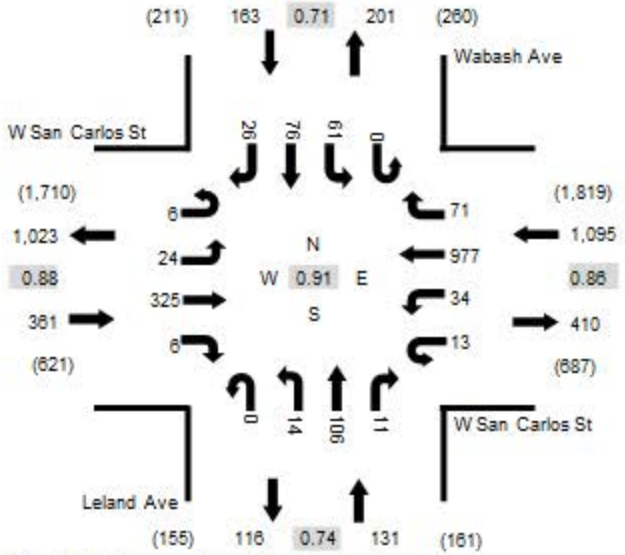
Date 11/14/2023

Peak Rolling Hour Flow Rates

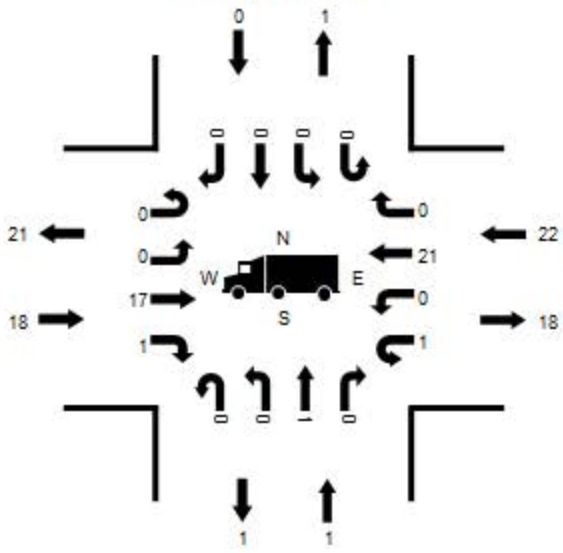
Vehicle Type	Northbound				Eastbound				Southbound				Westbound				
(per FHWA Classification)	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Bicycles on Road	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	6
Lights (Classes II & III)	0	14	104	11	6	24	307	5	0	61	76	26	12	34	952	71	1,703
Mediums (Classes IV, V & VI)	0	0	1	0	0	0	15	1	0	0	0	0	1	0	16	0	34
Articulated Trucks (Class VII - XIII)	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	7
Total	0	14	106	11	6	24	325	6	0	61	76	26	13	34	977	71	1,750
Total Morotized Vehicles	0	14	105	11	6	24	324	6	0	61	76	26	13	34	973	71	1,744

Peak Hour

All Vehicles

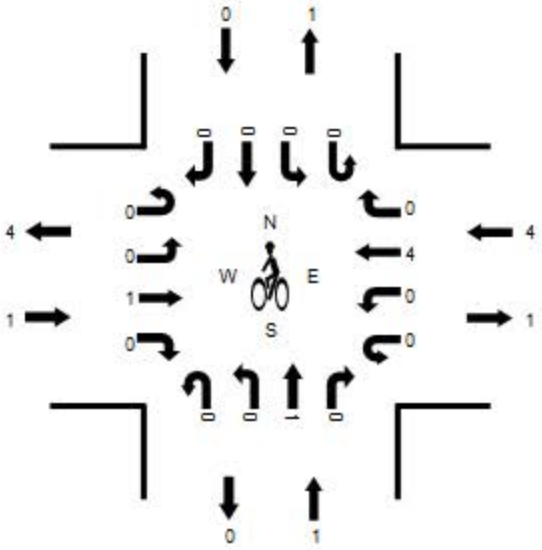


Heavy Vehicles

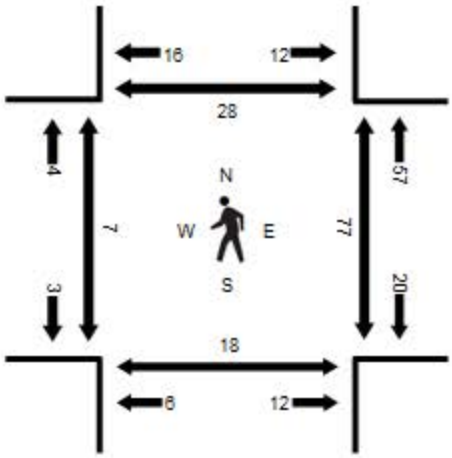


Notes: Total study counts contrained in parentheses.

Bicycles



Pedestrians



Traffic Counts - All Vehicles

INTERSECTION ORIENTATION	Leland Ave				W San Carlos St				Wabash Ave				W San Carlos St					
	Northbound				Eastbound				Southbound				Westbound					
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Rolling Hour
7:00 AM	0	0	0	0	0	1	9	0	0	0	0	0	0	1	27	1	39	0
7:05 AM	0	1	2	0	0	0	11	1	0	0	2	0	1	1	34	1	54	0
7:10 AM	0	1	0	0	1	1	11	0	0	3	2	0	1	1	41	4	66	0
7:15 AM	0	0	1	1	0	2	19	4	0	0	4	2	0	0	48	4	85	0
7:20 AM	0	0	0	0	0	1	17	0	0	2	0	0	0	2	52	4	78	0
7:25 AM	0	0	5	1	0	2	26	0	0	3	2	1	0	2	48	4	94	0
7:30 AM	0	0	3	1	0	1	19	0	0	1	2	0	0	0	69	4	100	0
7:35 AM	0	1	5	2	0	5	19	0	0	1	5	1	1	2	67	2	111	0
7:40 AM	0	2	9	2	1	1	21	0	0	0	6	0	0	2	109	4	157	0
7:45 AM	0	2	9	0	1	4	30	0	0	1	2	1	2	2	91	5	150	0
7:50 AM	0	1	14	1	0	3	19	1	0	5	7	3	1	3	96	5	159	0
7:55 AM	0	3	13	1	0	5	19	1	0	2	12	7	0	5	96	4	168	1,261
8:00 AM	0	2	8	0	0	2	39	0	0	5	2	6	2	6	80	4	156	1,378
8:05 AM	0	0	7	0	4	1	29	0	0	7	6	4	1	1	81	7	148	1,472
8:10 AM	0	2	7	2	0	0	25	0	0	4	6	2	1	6	63	9	127	1,533
8:15 AM	0	0	13	1	0	1	27	0	0	4	6	1	3	1	77	8	142	1,590
8:20 AM	0	0	11	1	0	0	32	0	0	10	5	1	0	3	82	12	157	1,669
8:25 AM	0	1	6	1	0	0	30	3	0	9	7	0	0	2	58	8	125	1,700
8:30 AM	0	0	4	0	0	2	35	1	0	13	12	0	2	1	77	3	150	1,750
8:35 AM	0	0	0	0	0	0	24	0	0	1	2	0	0	0	80	2	109	1,748
8:40 AM	0	0	0	1	0	0	14	2	0	4	2	0	0	0	79	0	102	1,693
8:45 AM	0	0	0	3	1	1	35	0	0	2	1	1	3	0	77	4	128	1,671
8:50 AM	0	2	4	1	0	1	28	0	0	4	5	0	1	1	56	2	105	1,617
8:55 AM	0	0	2	1	0	1	25	2	0	1	0	1	3	0	65	1	102	1,551

Traffic Counts - Motorized Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	1	9	0	0	0	0	0	0	1	27	1	39
7:05 AM	0	1	2	0	0	0	11	1	0	0	2	0	1	1	34	1	54
7:10 AM	0	1	0	0	1	1	11	0	0	3	2	0	1	1	41	4	66
7:15 AM	0	0	1	1	0	2	19	4	0	0	4	2	0	0	48	4	85
7:20 AM	0	0	0	0	0	1	17	0	0	2	0	0	0	2	52	4	78
7:25 AM	0	0	5	1	0	2	26	0	0	3	2	1	0	2	48	4	94
7:30 AM	0	0	3	1	0	1	19	0	0	1	2	0	0	0	69	4	100
7:35 AM	0	1	5	2	0	5	19	0	0	1	5	1	1	2	66	2	110
7:40 AM	0	2	9	2	1	1	21	0	0	0	6	0	0	2	108	4	156
7:45 AM	0	2	9	0	1	4	30	0	0	1	2	1	2	2	91	5	150
7:50 AM	0	1	14	1	0	3	19	1	0	5	7	3	1	3	96	5	159
7:55 AM	0	3	13	1	0	5	19	1	0	2	12	7	0	5	95	4	167
8:00 AM	0	2	8	0	0	2	39	0	0	5	2	6	2	6	79	4	155
8:05 AM	0	0	7	0	4	1	28	0	0	7	6	4	1	1	81	7	147
8:10 AM	0	2	7	2	0	0	25	0	0	4	6	2	1	6	63	9	127
8:15 AM	0	0	13	1	0	1	27	0	0	4	6	1	3	1	77	8	142
8:20 AM	0	0	11	1	0	0	32	0	0	10	5	1	0	3	82	12	157
8:25 AM	0	1	5	1	0	0	30	3	0	9	7	0	0	2	58	8	124
8:30 AM	0	0	4	0	0	2	35	1	0	13	12	0	2	1	77	3	150
8:35 AM	0	0	0	0	0	0	24	0	0	1	2	0	0	0	79	2	108
8:40 AM	0	0	0	1	0	0	14	2	0	4	2	0	0	0	79	0	102
8:45 AM	0	0	0	3	1	1	35	0	0	2	1	1	3	0	77	4	128
8:50 AM	0	2	4	1	0	1	28	0	0	4	5	0	1	1	56	2	105
8:55 AM	0	0	2	1	0	1	25	2	0	1	0	1	3	0	65	1	102

Traffic Counts - Heavy Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
7:05 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
7:10 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	4
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	7
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
7:50 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	5
7:55 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	6
8:00 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	7
8:05 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:10 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2
8:20 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	4
8:25 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	3
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
8:35 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
8:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
8:55 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	2	0	5

Traffic Counts - Lights (Passenger Cars and Two Axle Four Tier Single Units)

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	1	8	0	0	0	0	0	0	1	25	1	36
7:05 AM	0	1	2	0	0	0	10	1	0	0	2	0	1	1	32	1	51
7:10 AM	0	1	0	0	1	1	10	0	0	3	2	0	1	1	41	4	65
7:15 AM	0	0	1	1	0	2	18	4	0	0	4	2	0	0	45	4	81
7:20 AM	0	0	0	0	0	1	17	0	0	2	0	0	0	2	52	4	78
7:25 AM	0	0	5	1	0	2	24	0	0	3	2	1	0	2	43	4	87
7:30 AM	0	0	3	1	0	1	18	0	0	1	2	0	0	0	68	4	98
7:35 AM	0	1	5	2	0	5	19	0	0	1	5	1	1	2	63	2	107
7:40 AM	0	2	9	2	1	1	21	0	0	0	6	0	0	2	105	4	153
7:45 AM	0	2	9	0	1	4	29	0	0	1	2	1	2	2	89	5	147
7:50 AM	0	1	14	1	0	3	17	1	0	5	7	3	1	3	93	5	154
7:55 AM	0	3	13	1	0	5	17	1	0	2	12	7	0	5	91	4	161
8:00 AM	0	2	8	0	0	2	32	0	0	5	2	6	2	6	79	4	148
8:05 AM	0	0	6	0	4	1	28	0	0	7	6	4	1	1	81	7	146
8:10 AM	0	2	7	2	0	0	24	0	0	4	6	2	1	6	62	9	125
8:15 AM	0	0	13	1	0	1	26	0	0	4	6	1	2	1	77	8	140
8:20 AM	0	0	11	1	0	0	30	0	0	10	5	1	0	3	80	12	153
8:25 AM	0	1	5	1	0	0	30	2	0	9	7	0	0	2	56	8	121
8:30 AM	0	0	4	0	0	2	34	1	0	13	12	0	2	1	76	3	148
8:35 AM	0	0	0	0	0	0	23	0	0	1	2	0	0	0	77	2	105
8:40 AM	0	0	0	1	0	0	14	2	0	4	2	0	0	0	73	0	96
8:45 AM	0	0	0	3	1	1	32	0	0	2	1	1	3	0	77	4	125
8:50 AM	0	2	4	1	0	1	28	0	0	4	5	0	1	1	52	2	101
8:55 AM	0	0	2	1	0	1	23	1	0	1	0	1	3	0	63	1	97

Traffic Counts - Bicycles on Road

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:05 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	1	1	0	1	1	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	1	0	1	0	0	0
7:15 AM	0	0	0	0	0	0	0	3	3	0	0	0
7:20 AM	3	0	3	0	0	0	0	3	3	3	0	3
7:25 AM	1	2	3	0	0	0	1	2	3	2	1	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	1	0	1	0	0	0	1	0	1	4	1	5
7:40 AM	1	0	1	0	0	0	2	0	2	5	0	5
7:45 AM	1	0	1	0	0	0	1	2	3	11	0	11
7:50 AM	0	0	0	0	0	0	5	3	8	21	5	26
7:55 AM	5	0	5	2	1	3	1	3	4	11	3	14
8:00 AM	0	0	0	0	0	0	1	2	3	0	9	9
8:05 AM	3	2	5	0	0	0	2	0	2	4	2	6
8:10 AM	1	0	1	0	0	0	0	2	2	0	0	0
8:15 AM	0	2	2	0	1	1	1	0	1	1	0	1
8:20 AM	0	0	0	1	1	2	2	0	2	0	0	0
8:25 AM	0	2	2	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	1	0	0	0	0	0	0
8:35 AM	0	1	1	0	0	0	0	1	1	0	1	1
8:40 AM	0	0	0	0	1	1	3	0	3	0	0	0
8:45 AM	0	0	0	0	0	0	2	2	4	0	0	0
8:50 AM	0	0	0	0	0	0	2	0	2	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0

San Jose, CA DOT - Turning Movement Counts - 5 Minute Intervals

Project San Jose - San Carlos Ave TMCs
Project Manager

	Start	End
PM Peak Hour	16:40	17:40
Peak 15-Minutes	17:15	17:30

Node
Shop
Latitude 37.3234117
Longitude -121.926772
Orientation (N-S) Wabash Ave
Orientation (E-W) *N* San Carlos St

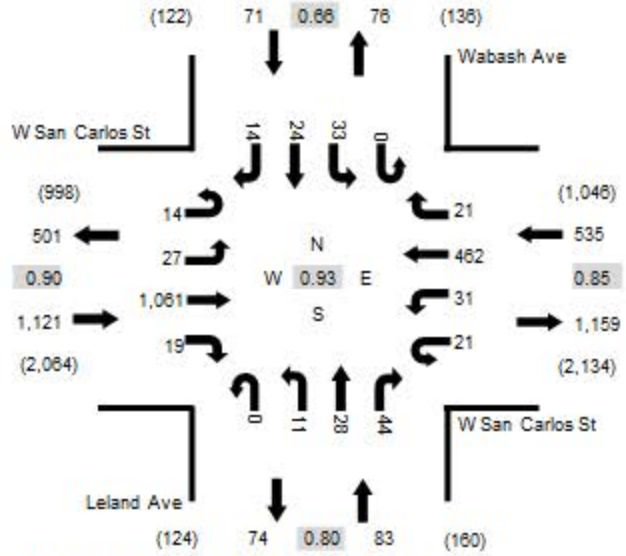
Date 11/14/2023

Peak Rolling Hour Flow Rates

Vehicle Type	Northbound				Eastbound				Southbound				Westbound				
(per FHWA Classification)	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Bicycles on Road	0	0	0	0	0	0	3	0	0	0	1	0	0	0	4	1	9
Lights (Classes II & III)	0	11	28	44	14	27	1,047	19	0	33	23	14	21	31	449	20	1,781
Mediums (Classes IV, V & VI)	0	0	0	0	0	0	10	0	0	0	0	0	0	0	9	0	19
Articulated Trucks (Class VII - XIII)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	11	28	44	14	27	1,061	19	0	33	24	14	21	31	462	21	1,810
Total Morotized Vehicles	0	11	28	44	14	27	1,058	19	0	33	23	14	21	31	458	20	1,801
Heavy Vehicle Percentage (Mediums & Articulated Trucks)		0.0%				1.0%				0.0%				1.7%			1.1%
Peak Hour Factor (PHF)		0.80				0.90				0.66				0.85			0.93
Pedestrian on Crosswalk		14				6				23				21			64

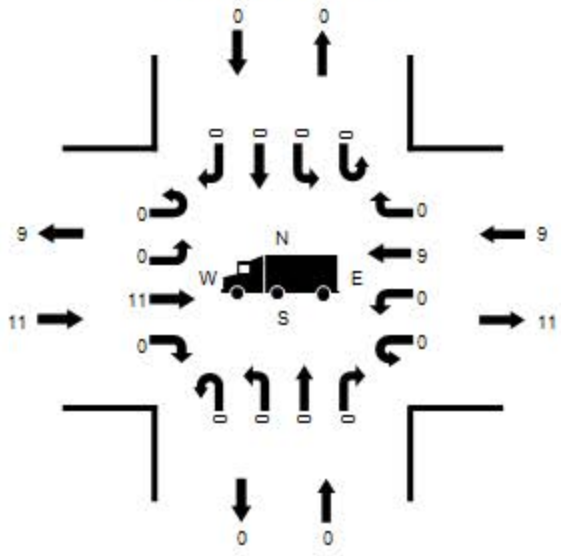
Peak Hour

All Vehicles

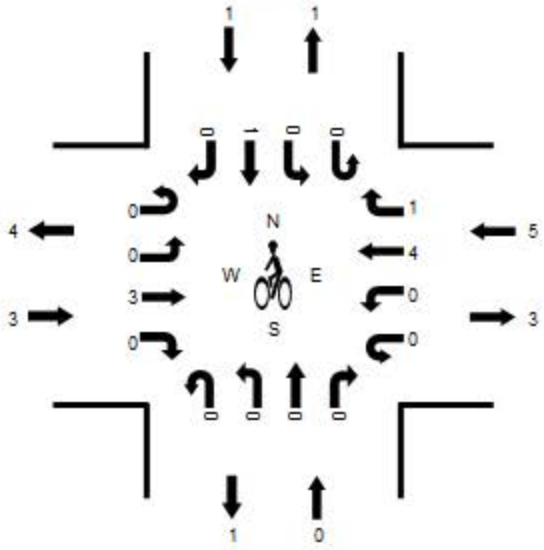


Notes: Total study counts contrained in parentheses.

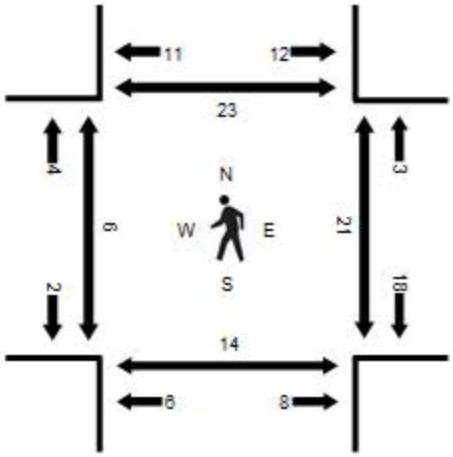
Heavy Vehicles



Bicycles



Pedestrians



Traffic Counts - All Vehicles

INTERSECTION ORIENTATION	Leland Ave				W San Carlos St				Wabash Ave				W San Carlos St					
	Northbound				Eastbound				Southbound				Westbound					
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Rolling Hour
4:00 PM	0	1	2	1	2	1	80	2	0	2	0	2	1	1	47	3	145	0
4:05 PM	0	1	2	1	0	2	73	0	0	0	1	1	1	4	25	2	113	0
4:10 PM	0	4	1	5	2	0	74	0	0	5	1	0	3	4	32	1	132	0
4:15 PM	0	0	6	7	1	1	64	2	0	3	1	3	0	0	37	1	126	0
4:20 PM	0	2	0	0	2	0	76	0	0	4	4	0	1	2	27	1	119	0
4:25 PM	0	1	1	1	2	1	87	3	0	1	0	2	0	3	35	1	138	0
4:30 PM	0	2	1	1	1	1	62	2	0	3	1	0	0	0	55	3	132	0
4:35 PM	0	2	1	0	1	0	79	1	0	3	1	2	4	2	38	1	135	0
4:40 PM	0	1	1	5	0	0	107	1	0	2	0	1	2	2	43	2	167	0
4:45 PM	0	0	0	2	1	2	89	1	0	2	1	1	1	1	30	1	132	0
4:50 PM	0	0	5	1	1	2	73	1	0	0	2	0	1	1	38	1	126	0
4:55 PM	0	0	4	4	2	5	85	1	0	2	3	1	1	3	31	1	143	1,608
5:00 PM	0	1	3	2	1	2	78	1	0	2	5	2	4	3	37	4	145	1,608
5:05 PM	0	2	4	3	0	2	76	3	0	10	2	0	4	1	39	3	149	1,644
5:10 PM	0	1	1	4	1	1	98	2	0	1	1	0	1	0	37	1	149	1,661
5:15 PM	0	0	0	6	3	1	103	2	0	4	3	2	1	3	36	2	166	1,701
5:20 PM	0	3	2	2	0	4	95	1	0	3	0	2	2	3	36	1	154	1,736
5:25 PM	0	2	0	4	0	3	98	1	0	3	2	3	2	2	42	2	164	1,762
5:30 PM	0	1	2	4	1	4	84	3	0	1	5	0	2	4	46	2	159	1,789
5:35 PM	0	0	6	7	4	1	75	2	0	3	0	2	0	8	47	1	156	1,810
5:40 PM	0	3	4	6	2	1	70	1	0	0	0	1	0	2	34	2	126	1,769
5:45 PM	0	2	2	5	1	2	81	1	0	1	2	2	4	2	45	3	153	1,790
5:50 PM	0	1	3	5	1	2	72	1	0	0	3	0	3	0	34	3	128	1,792
5:55 PM	0	0	1	2	3	1	82	0	0	0	1	1	2	2	37	3	135	1,784

Traffic Counts - Motorized Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	1	2	1	2	1	80	2	0	2	0	2	1	1	47	3	145
4:05 PM	0	1	1	1	0	2	73	0	0	0	1	1	1	4	24	2	111
4:10 PM	0	4	1	5	2	0	72	0	0	4	1	0	3	4	32	1	129
4:15 PM	0	0	6	7	1	1	64	2	0	3	1	3	0	0	37	1	126
4:20 PM	0	2	0	0	2	0	75	0	0	4	4	0	1	2	27	1	118
4:25 PM	0	1	1	1	2	1	86	3	0	1	0	2	0	3	35	1	137
4:30 PM	0	2	1	1	1	1	61	2	0	3	1	0	0	0	55	3	131
4:35 PM	0	2	1	0	1	0	79	1	0	3	1	2	4	2	38	1	135
4:40 PM	0	1	1	5	0	0	107	1	0	2	0	1	2	2	42	2	166
4:45 PM	0	0	0	2	1	2	89	1	0	2	1	1	1	1	29	1	131
4:50 PM	0	0	5	1	1	2	73	1	0	0	2	0	1	1	38	1	126
4:55 PM	0	0	4	4	2	5	84	1	0	2	2	1	1	3	31	1	141
5:00 PM	0	1	3	2	1	2	78	1	0	2	5	2	4	3	37	4	145
5:05 PM	0	2	4	3	0	2	75	3	0	10	2	0	4	1	38	2	146
5:10 PM	0	1	1	4	1	1	98	2	0	1	1	0	1	0	37	1	149
5:15 PM	0	0	0	6	3	1	102	2	0	4	3	2	1	3	36	2	165
5:20 PM	0	3	2	2	0	4	95	1	0	3	0	2	2	3	36	1	154
5:25 PM	0	2	0	4	0	3	98	1	0	3	2	3	2	2	42	2	164
5:30 PM	0	1	2	4	1	4	84	3	0	1	5	0	2	4	46	2	159
5:35 PM	0	0	6	7	4	1	75	2	0	3	0	2	0	8	46	1	155
5:40 PM	0	3	4	6	2	1	70	1	0	0	0	1	0	2	34	2	126
5:45 PM	0	2	2	5	1	2	81	1	0	1	2	2	4	2	45	3	153
5:50 PM	0	1	3	5	1	2	72	1	0	0	3	0	3	0	34	3	128
5:55 PM	0	0	1	2	3	1	82	0	0	0	1	1	2	2	37	3	135

Traffic Counts - Heavy Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
4:05 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:25 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	5
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
4:35 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
4:40 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
4:55 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	4
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:55 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2

Traffic Counts - Lights (Passenger Cars and Two Axle Four Tier Single Units)

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	1	2	1	2	1	76	2	0	2	0	2	1	1	47	3	141
4:05 PM	0	1	1	1	0	2	72	0	0	0	1	1	1	4	24	2	110
4:10 PM	0	4	1	5	2	0	72	0	0	4	1	0	3	4	31	1	128
4:15 PM	0	0	6	7	1	1	63	2	0	3	1	3	0	0	37	1	125
4:20 PM	0	2	0	0	2	0	75	0	0	4	4	0	1	2	26	1	117
4:25 PM	0	1	1	1	2	1	84	3	0	1	0	2	0	3	33	0	132
4:30 PM	0	2	1	1	1	1	60	2	0	3	1	0	0	0	53	3	128
4:35 PM	0	2	1	0	1	0	77	1	0	3	1	2	4	2	37	1	132
4:40 PM	0	1	1	5	0	0	103	1	0	2	0	1	2	2	42	2	162
4:45 PM	0	0	0	2	1	2	86	1	0	2	1	1	1	1	29	1	128
4:50 PM	0	0	5	1	1	2	73	1	0	0	2	0	1	1	36	1	124
4:55 PM	0	0	4	4	2	5	83	1	0	2	2	1	1	3	31	1	140
5:00 PM	0	1	3	2	1	2	78	1	0	2	5	2	4	3	37	4	145
5:05 PM	0	2	4	3	0	2	73	3	0	10	2	0	4	1	37	2	143
5:10 PM	0	1	1	4	1	1	98	2	0	1	1	0	1	0	36	1	148
5:15 PM	0	0	0	6	3	1	102	2	0	4	3	2	1	3	36	2	165
5:20 PM	0	3	2	2	0	4	95	1	0	3	0	2	2	3	35	1	153
5:25 PM	0	2	0	4	0	3	98	1	0	3	2	3	2	2	41	2	163
5:30 PM	0	1	2	4	1	4	83	3	0	1	5	0	2	4	43	2	155
5:35 PM	0	0	6	7	4	1	75	2	0	3	0	2	0	8	46	1	155
5:40 PM	0	3	4	6	2	1	70	1	0	0	0	1	0	2	34	2	126
5:45 PM	0	2	2	5	1	2	81	1	0	1	2	2	4	2	45	3	153
5:50 PM	0	1	3	5	1	2	71	1	0	0	3	0	3	0	34	3	127
5:55 PM	0	0	1	2	3	1	81	0	0	0	1	1	2	2	36	3	133

Traffic Counts - Bicycles on Road

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
4:10 PM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:25 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	3
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	2	1	3	0	0	0	3	0	3	0	1	1
4:05 PM	0	0	0	0	1	1	1	1	2	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	1	1	0	0	0
4:20 PM	4	0	4	0	1	1	0	0	0	0	0	0
4:25 PM	1	0	1	0	1	1	2	0	2	0	0	0
4:30 PM	0	1	1	0	0	0	1	1	2	0	0	0
4:35 PM	0	1	1	0	1	1	1	2	3	2	1	3
4:40 PM	3	1	4	0	1	1	0	0	0	0	0	0
4:45 PM	0	3	3	0	0	0	2	2	4	1	0	1
4:50 PM	1	1	2	1	1	2	0	0	0	0	6	6
4:55 PM	1	0	1	0	0	0	0	1	1	2	0	2
5:00 PM	0	0	0	0	0	0	1	4	5	0	6	6
5:05 PM	0	1	1	1	0	1	1	0	1	0	2	2
5:10 PM	1	0	1	0	0	0	3	1	4	0	0	0
5:15 PM	1	0	1	0	0	0	1	0	1	0	1	1
5:20 PM	0	0	0	0	0	0	1	1	2	0	1	1
5:25 PM	0	0	0	0	0	0	1	0	1	0	1	1
5:30 PM	0	0	0	0	2	2	1	2	3	0	0	0
5:35 PM	1	0	1	0	0	0	0	1	1	0	1	1
5:40 PM	2	0	2	1	0	1	1	1	2	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	1	1
5:55 PM	0	0	0	0	0	0	0	0	0	0	1	1

San Jose, CA DOT - Turning Movement Counts - 5 Minute Intervals

Project	San Jose - San Carlos Ave TMCs
Project Manager	

	Start	End
AM Peak Hour	7:35	8:35
Peak 15-Minutes	7:50	8:05

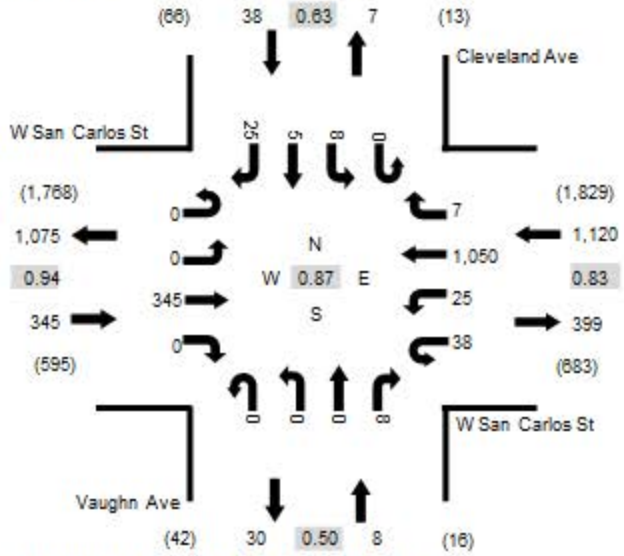
Node	
Shop	
Latitude	37.3234267
Longitude	-121.929956
Orientation (N-S)	Cleveland Ave
Orientation (E-W)	*N* San Carlos St
Date	11/14/2023

Peak Rolling Hour Flow Rates

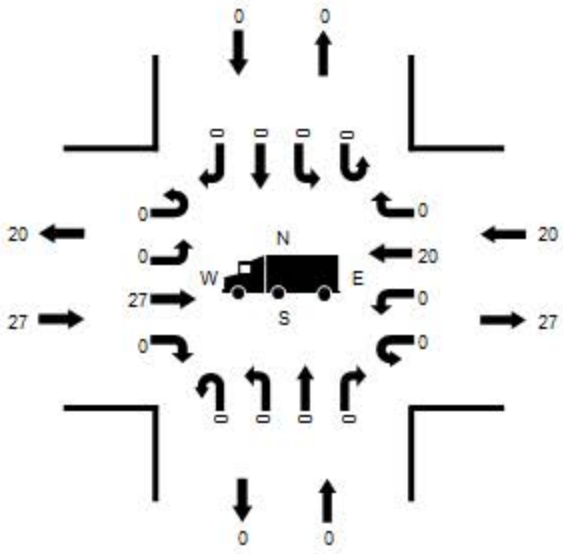
Vehicle Type	Northbound				Eastbound				Southbound				Westbound				
(per FHWA Classification)	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Bicycles on Road	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Lights (Classes II & III)	0	0	0	8	0	0	317	0	0	8	4	25	38	25	1,030	7	1,462
Mediums (Classes IV, V & VI)	0	0	0	0	0	0	23	0	0	0	0	0	0	0	19	0	42
Articulated Trucks (Class VII - XIII)	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	5
Total	0	0	0	8	0	0	345	0	0	8	5	25	38	25	1,050	7	1,511
Total Morotized Vehicles	0	0	0	8	0	0	344	0	0	8	4	25	38	25	1,050	7	1,509
Heavy Vehicle Percentage (Mediums & Articulated Trucks)		0.0%				7.8%				0.0%				1.8%			3.1%
Peak Hour Factor (PHF)		0.50				0.94				0.63				0.83			0.87
Pedestrian on Crosswalk		19				0				14				0			33

Peak Hour

All Vehicles

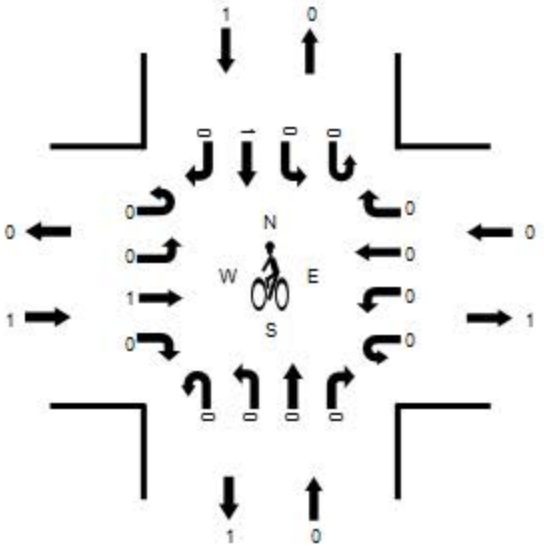


Heavy Vehicles

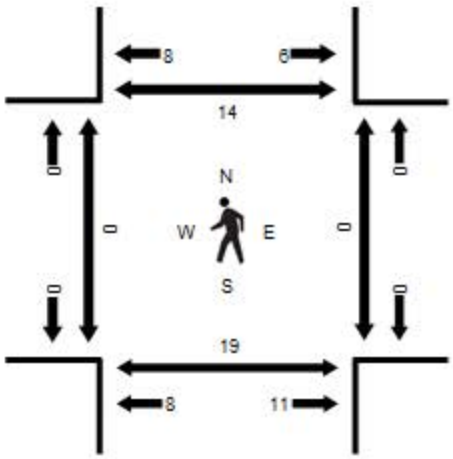


Notes: Total study counts contrained in parentheses.

Bicycles



Pedestrians



Traffic Counts - All Vehicles

INTERSECTION ORIENTATION	Vaughn Ave				W San Carlos St				Cleveland Ave				W San Carlos St					
	Northbound				Eastbound				Southbound				Westbound					
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Rolling Hour
7:00 AM	0	0	0	1	0	0	12	0	0	0	0	1	2	1	24	1	42	0
7:05 AM	0	0	0	0	0	0	12	0	0	2	0	1	0	0	39	0	54	0
7:10 AM	0	0	0	0	0	0	12	0	0	0	0	2	0	1	42	0	57	0
7:15 AM	0	0	0	1	0	0	21	0	0	0	0	1	3	0	52	0	78	0
7:20 AM	0	0	0	0	0	0	19	0	0	0	0	1	2	1	51	0	74	0
7:25 AM	0	0	0	0	1	0	26	0	0	1	0	2	0	0	48	0	78	0
7:30 AM	0	0	0	1	0	0	20	0	0	0	0	3	1	0	62	0	87	0
7:35 AM	0	0	0	1	0	0	24	0	0	1	0	0	0	0	79	0	105	0
7:40 AM	0	0	0	0	0	0	23	0	0	0	0	1	0	1	108	0	133	0
7:45 AM	0	0	0	1	0	0	36	0	0	0	0	3	3	1	79	0	123	0
7:50 AM	0	0	0	0	0	0	26	0	0	0	1	2	3	2	109	0	143	0
7:55 AM	0	0	0	0	0	0	30	0	0	0	0	1	6	4	114	1	156	1,130
8:00 AM	0	0	0	0	0	0	33	0	0	0	0	7	2	4	90	1	137	1,225
8:05 AM	0	0	0	0	0	0	28	0	0	0	0	3	2	5	74	0	112	1,283
8:10 AM	0	0	0	0	0	0	25	0	0	1	1	3	0	2	74	4	110	1,336
8:15 AM	0	0	0	2	0	0	30	0	0	0	0	1	5	0	98	0	136	1,394
8:20 AM	0	0	0	1	0	0	37	0	0	1	1	3	2	1	93	1	140	1,460
8:25 AM	0	0	0	1	0	0	23	0	0	4	0	0	11	3	56	0	98	1,480
8:30 AM	0	0	0	2	0	0	30	0	0	1	2	1	4	2	76	0	118	1,511
8:35 AM	0	0	0	0	0	0	22	0	0	0	0	3	4	2	71	0	102	1,508
8:40 AM	0	0	0	0	0	0	17	1	0	1	0	0	0	1	68	1	89	1,464
8:45 AM	0	0	0	2	0	0	30	0	0	2	0	1	1	1	100	1	138	1,479
8:50 AM	0	0	0	2	0	0	29	0	0	0	0	2	6	0	57	1	97	1,433
8:55 AM	0	0	0	1	0	0	28	0	0	2	1	2	1	3	59	2	99	1,376

Traffic Counts - Motorized Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	1	0	0	12	0	0	0	0	1	2	1	24	1	42
7:05 AM	0	0	0	0	0	0	12	0	0	2	0	1	0	0	39	0	54
7:10 AM	0	0	0	0	0	0	12	0	0	0	0	2	0	1	42	0	57
7:15 AM	0	0	0	1	0	0	21	0	0	0	0	1	3	0	52	0	78
7:20 AM	0	0	0	0	0	0	19	0	0	0	0	1	2	1	51	0	74
7:25 AM	0	0	0	0	1	0	26	0	0	1	0	2	0	0	48	0	78
7:30 AM	0	0	0	1	0	0	20	0	0	0	0	3	1	0	62	0	87
7:35 AM	0	0	0	1	0	0	24	0	0	1	0	0	0	0	79	0	105
7:40 AM	0	0	0	0	0	0	23	0	0	0	0	1	0	1	108	0	133
7:45 AM	0	0	0	1	0	0	36	0	0	0	0	3	3	1	79	0	123
7:50 AM	0	0	0	0	0	0	26	0	0	0	1	2	3	2	109	0	143
7:55 AM	0	0	0	0	0	0	30	0	0	0	0	1	6	4	114	1	156
8:00 AM	0	0	0	0	0	0	32	0	0	0	0	7	2	4	90	1	136
8:05 AM	0	0	0	0	0	0	28	0	0	0	0	3	2	5	74	0	112
8:10 AM	0	0	0	0	0	0	25	0	0	1	1	3	0	2	74	4	110
8:15 AM	0	0	0	2	0	0	30	0	0	0	0	1	5	0	98	0	136
8:20 AM	0	0	0	1	0	0	37	0	0	1	1	3	2	1	93	1	140
8:25 AM	0	0	0	1	0	0	23	0	0	4	0	0	11	3	56	0	98
8:30 AM	0	0	0	2	0	0	30	0	0	1	1	1	4	2	76	0	117
8:35 AM	0	0	0	0	0	0	22	0	0	0	0	3	4	2	71	0	102
8:40 AM	0	0	0	0	0	0	17	1	0	1	0	0	0	1	68	1	89
8:45 AM	0	0	0	2	0	0	30	0	0	2	0	1	1	1	100	1	138
8:50 AM	0	0	0	2	0	0	29	0	0	0	0	2	6	0	57	1	97
8:55 AM	0	0	0	1	0	0	28	0	0	2	1	2	1	3	59	2	99

Traffic Counts - Heavy Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
7:05 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
7:10 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	8	0	10
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
7:35 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
7:50 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	8
7:55 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	8
8:00 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6
8:05 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
8:10 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
8:20 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	4
8:25 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
8:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	5
8:35 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	4
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4
8:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	5
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
8:55 AM	0	0	0	1	0	0	2	0	0	0	0	1	0	0	3	0	7

Traffic Counts - Lights (Passenger Cars and Two Axle Four Tier Single Units)

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	1	0	0	11	0	0	0	0	1	2	1	23	1	40
7:05 AM	0	0	0	0	0	0	11	0	0	2	0	1	0	0	37	0	51
7:10 AM	0	0	0	0	0	0	11	0	0	0	0	2	0	1	42	0	56
7:15 AM	0	0	0	1	0	0	20	0	0	0	0	1	3	0	50	0	75
7:20 AM	0	0	0	0	0	0	19	0	0	0	0	1	2	1	51	0	74
7:25 AM	0	0	0	0	1	0	24	0	0	1	0	2	0	0	40	0	68
7:30 AM	0	0	0	1	0	0	19	0	0	0	0	3	1	0	61	0	85
7:35 AM	0	0	0	1	0	0	23	0	0	1	0	0	0	0	79	0	104
7:40 AM	0	0	0	0	0	0	23	0	0	0	0	1	0	1	104	0	129
7:45 AM	0	0	0	1	0	0	34	0	0	0	0	3	3	1	79	0	121
7:50 AM	0	0	0	0	0	0	22	0	0	0	1	2	3	2	105	0	135
7:55 AM	0	0	0	0	0	0	25	0	0	0	0	1	6	4	111	1	148
8:00 AM	0	0	0	0	0	0	26	0	0	0	0	7	2	4	90	1	130
8:05 AM	0	0	0	0	0	0	26	0	0	0	0	3	2	5	74	0	110
8:10 AM	0	0	0	0	0	0	24	0	0	1	1	3	0	2	73	4	108
8:15 AM	0	0	0	2	0	0	29	0	0	0	0	1	5	0	97	0	134
8:20 AM	0	0	0	1	0	0	35	0	0	1	1	3	2	1	91	1	136
8:25 AM	0	0	0	1	0	0	22	0	0	4	0	0	11	3	54	0	95
8:30 AM	0	0	0	2	0	0	28	0	0	1	1	1	4	2	73	0	112
8:35 AM	0	0	0	0	0	0	21	0	0	0	0	3	4	2	68	0	98
8:40 AM	0	0	0	0	0	0	17	1	0	1	0	0	0	1	65	0	85
8:45 AM	0	0	0	2	0	0	28	0	0	2	0	1	1	1	97	1	133
8:50 AM	0	0	0	2	0	0	29	0	0	0	0	2	6	0	54	1	94
8:55 AM	0	0	0	0	0	0	26	0	0	2	1	1	1	3	56	2	92

Traffic Counts - Bicycles on Road

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	1	1	0	0	0	0	0	0	0	0	0
7:05 AM	1	0	1	0	0	0	0	0	0	0	0	0
7:10 AM	0	1	1	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	1	2	0	0	0
7:20 AM	1	1	2	0	0	0	2	0	2	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	0	2	0	1	1	2	0	2	0	0	0
7:35 AM	2	2	4	0	0	0	1	1	2	0	0	0
7:40 AM	0	0	0	0	0	0	1	2	3	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	1	0	0	0
7:50 AM	0	0	0	0	0	0	1	1	2	0	0	0
7:55 AM	6	1	7	0	0	0	2	0	2	0	0	0
8:00 AM	1	1	2	0	0	0	1	1	2	0	0	0
8:05 AM	1	0	1	0	0	0	0	1	1	0	0	0
8:10 AM	0	2	2	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	1	0	0	0
8:20 AM	1	1	2	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0
8:35 AM	1	0	1	0	0	0	0	1	1	0	0	0
8:40 AM	0	1	1	0	0	0	1	1	2	0	0	0
8:45 AM	0	1	1	0	0	0	3	0	3	0	0	0
8:50 AM	0	0	0	0	0	0	1	0	1	0	0	0
8:55 AM	0	0	0	0	0	0	1	0	1	0	0	0

San Jose, CA DOT - Turning Movement Counts - 5 Minute Intervals

Project San Jose - San Carlos Ave TMCs
Project Manager

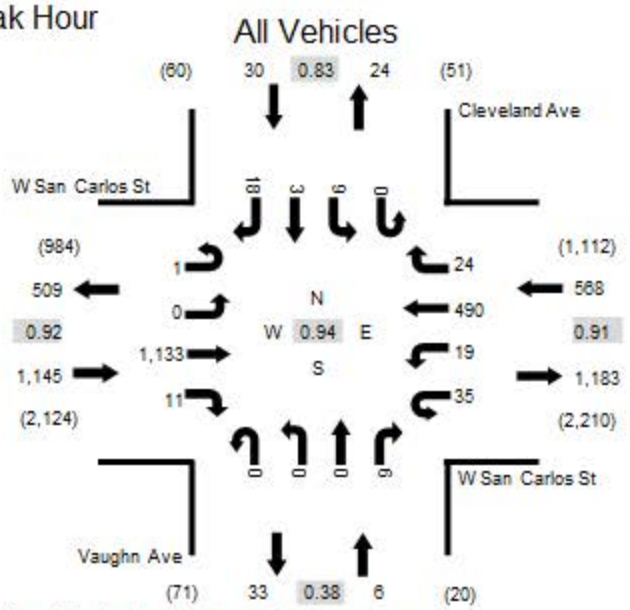
	Start	End
PM Peak Hour	16:40	17:40
Peak 15-Minutes	17:25	17:40
Node		
Shop		
Latitude	37.3234267	
Longitude	-121.929956	
Orientation (N-S)	Cleveland Ave	
Orientation (E-W)	W San Carlos St	

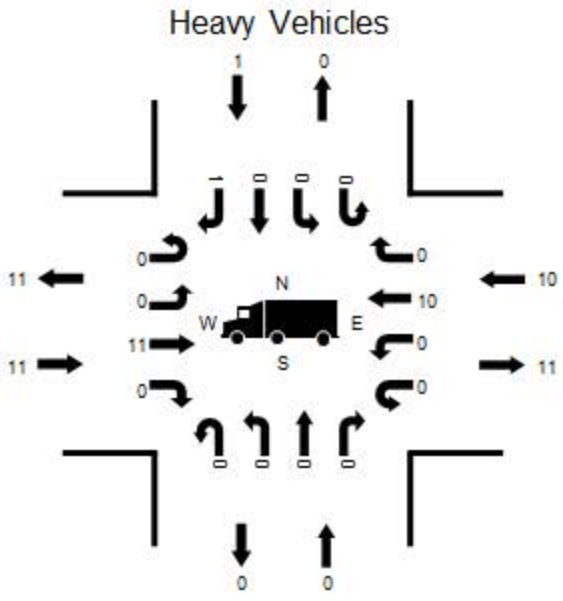
Date 11/14/2023

Peak Rolling Hour Flow Rates

Vehicle Type	Northbound				Eastbound				Southbound				Westbound				
(per FHWA Classification)	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Bicycles on Road	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	6
Lights (Classes II & III)	0	0	0	6	1	0	1,117	11	0	9	3	17	35	19	479	24	1,721
Mediums (Classes IV, V & VI)	0	0	0	0	0	0	11	0	0	0	0	1	0	0	10	0	22
Articulated Trucks (Class VII - XIII)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	6	1	0	1,133	11	0	9	3	18	35	19	490	24	1,749
Total Morotized Vehicles	0	0	0	6	1	0	1,128	11	0	9	3	18	35	19	489	24	1,743
Heavy Vehicle Percentage (Mediums & Articulated Trucks)		0.0%				1.0%				3.3%				1.8%			1.3%
Peak Hour Factor (PHF)		0.38				0.92				0.83				0.91			0.94
Pedestrian on Crosswalk		16				1				23				0			40

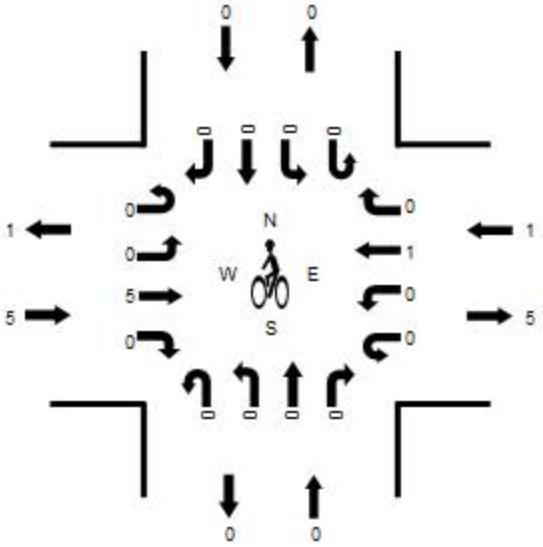
Peak Hour



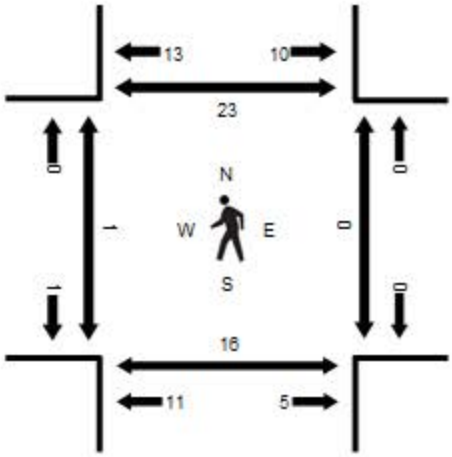


Notes: Total study counts contrained in parentheses.

Bicycles



Pedestrians



Traffic Counts - All Vehicles

INTERSECTION ORIENTATION	Vaughn Ave				W San Carlos St				Cleveland Ave				W San Carlos St					
	Northbound				Eastbound				Southbound				Westbound					
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Rolling Hour
4:00 PM	0	0	0	1	0	0	80	1	0	0	0	3	7	1	41	1	135	0
4:05 PM	0	0	0	2	0	0	81	1	0	1	0	0	4	3	28	2	122	0
4:10 PM	0	0	0	1	0	0	80	1	0	2	0	2	2	3	40	7	138	0
4:15 PM	0	0	0	1	0	0	70	3	0	3	1	2	4	3	38	1	126	0
4:20 PM	0	0	0	1	0	0	81	1	0	1	0	5	3	0	31	2	125	0
4:25 PM	0	0	0	2	0	0	82	1	0	1	1	0	4	3	38	0	132	0
4:30 PM	0	0	0	2	0	0	67	2	0	0	0	1	1	1	50	3	127	0
4:35 PM	0	0	0	1	0	0	87	2	0	0	1	2	2	2	35	3	135	0
4:40 PM	0	0	0	0	1	0	109	1	0	0	0	1	1	1	45	6	165	0
4:45 PM	0	0	0	0	0	0	94	0	0	0	0	3	3	1	40	3	144	0
4:50 PM	0	0	0	2	0	0	77	3	0	1	0	1	1	0	39	0	124	0
4:55 PM	0	0	0	1	0	0	96	1	0	1	0	3	4	5	38	2	151	1,624
5:00 PM	0	0	0	1	0	0	83	0	0	2	0	0	5	2	43	2	138	1,627
5:05 PM	0	0	0	0	0	0	83	1	0	0	0	1	3	3	34	1	126	1,631
5:10 PM	0	0	0	0	0	0	95	0	0	2	1	0	2	1	32	0	133	1,626
5:15 PM	0	0	0	0	0	0	112	1	0	1	1	2	5	0	39	1	162	1,662
5:20 PM	0	0	0	0	0	0	91	0	0	1	1	0	7	1	42	0	143	1,680
5:25 PM	0	0	0	0	0	0	104	3	0	0	0	2	1	3	41	3	157	1,705
5:30 PM	0	0	0	1	0	0	102	1	0	0	0	5	2	1	44	4	160	1,738
5:35 PM	0	0	0	1	0	0	87	0	0	1	0	0	1	1	53	2	146	1,749
5:40 PM	0	0	0	1	0	0	84	1	0	1	0	1	1	1	34	1	125	1,709
5:45 PM	0	0	0	1	0	0	83	0	0	0	0	0	2	2	42	1	131	1,696
5:50 PM	0	0	0	1	0	0	78	1	0	1	0	1	5	1	31	2	121	1,693
5:55 PM	0	0	0	0	0	0	92	0	0	0	0	0	3	1	50	4	150	1,692

Traffic Counts - Motorized Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	1	0	0	80	1	0	0	0	3	7	1	41	1	135
4:05 PM	0	0	0	2	0	0	81	1	0	1	0	0	4	3	28	2	122
4:10 PM	0	0	0	1	0	0	80	1	0	2	0	2	2	3	40	7	138
4:15 PM	0	0	0	1	0	0	70	3	0	3	1	2	4	3	38	1	126
4:20 PM	0	0	0	1	0	0	80	1	0	1	0	5	3	0	31	2	124
4:25 PM	0	0	0	2	0	0	81	1	0	1	1	0	4	3	38	0	131
4:30 PM	0	0	0	2	0	0	66	2	0	0	0	1	1	1	50	3	126
4:35 PM	0	0	0	1	0	0	87	2	0	0	1	2	2	2	35	3	135
4:40 PM	0	0	0	0	1	0	109	1	0	0	0	1	1	1	45	6	165
4:45 PM	0	0	0	0	0	0	94	0	0	0	0	3	3	1	39	3	143
4:50 PM	0	0	0	2	0	0	77	3	0	1	0	1	1	0	39	0	124
4:55 PM	0	0	0	1	0	0	95	1	0	1	0	3	4	5	38	2	150
5:00 PM	0	0	0	1	0	0	82	0	0	2	0	0	5	2	43	2	137
5:05 PM	0	0	0	0	0	0	82	1	0	0	0	1	3	3	34	1	125
5:10 PM	0	0	0	0	0	0	95	0	0	2	1	0	2	1	32	0	133
5:15 PM	0	0	0	0	0	0	112	1	0	1	1	2	5	0	39	1	162
5:20 PM	0	0	0	0	0	0	91	0	0	1	1	0	7	1	42	0	143
5:25 PM	0	0	0	0	0	0	104	3	0	0	0	2	1	3	41	3	157
5:30 PM	0	0	0	1	0	0	102	1	0	0	0	5	2	1	44	4	160
5:35 PM	0	0	0	1	0	0	85	0	0	1	0	0	1	1	53	2	144
5:40 PM	0	0	0	1	0	0	84	1	0	1	0	1	1	1	34	1	125
5:45 PM	0	0	0	1	0	0	83	0	0	0	0	0	2	2	42	1	131
5:50 PM	0	0	0	1	0	0	78	1	0	1	0	1	5	1	31	2	121
5:55 PM	0	0	0	0	0	0	92	0	0	0	0	0	3	1	50	4	150

Traffic Counts - Heavy Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	8
4:05 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:25 PM	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0	4
4:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
4:35 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	3
4:40 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
4:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:55 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	2	0	0	0	0	1	0	0	3	0	6
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:55 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2

Traffic Counts - Lights (Passenger Cars and Two Axle Four Tier Single Units)

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	1	0	0	76	1	0	0	0	3	7	1	37	1	127
4:05 PM	0	0	0	2	0	0	80	1	0	1	0	0	4	3	28	2	121
4:10 PM	0	0	0	1	0	0	80	1	0	2	0	2	2	3	38	7	136
4:15 PM	0	0	0	1	0	0	69	3	0	3	1	2	4	3	38	1	125
4:20 PM	0	0	0	1	0	0	80	1	0	1	0	5	3	0	30	2	123
4:25 PM	0	0	0	1	0	0	80	0	0	1	1	0	4	3	37	0	127
4:30 PM	0	0	0	2	0	0	64	2	0	0	0	1	1	1	49	3	123
4:35 PM	0	0	0	0	0	0	86	2	0	0	1	2	2	2	34	3	132
4:40 PM	0	0	0	0	1	0	107	1	0	0	0	1	1	1	44	6	162
4:45 PM	0	0	0	0	0	0	90	0	0	0	0	3	3	1	39	3	139
4:50 PM	0	0	0	2	0	0	77	3	0	1	0	1	1	0	38	0	123
4:55 PM	0	0	0	1	0	0	94	1	0	1	0	3	4	5	37	2	148
5:00 PM	0	0	0	1	0	0	82	0	0	2	0	0	5	2	43	2	137
5:05 PM	0	0	0	0	0	0	80	1	0	0	0	1	3	3	33	1	122
5:10 PM	0	0	0	0	0	0	95	0	0	2	1	0	2	1	32	0	133
5:15 PM	0	0	0	0	0	0	112	1	0	1	1	2	5	0	38	1	161
5:20 PM	0	0	0	0	0	0	91	0	0	1	1	0	7	1	41	0	142
5:25 PM	0	0	0	0	0	0	104	3	0	0	0	2	1	3	40	3	156
5:30 PM	0	0	0	1	0	0	100	1	0	0	0	4	2	1	41	4	154
5:35 PM	0	0	0	1	0	0	85	0	0	1	0	0	1	1	53	2	144
5:40 PM	0	0	0	1	0	0	84	1	0	1	0	1	1	1	34	1	125
5:45 PM	0	0	0	1	0	0	83	0	0	0	0	0	2	2	42	1	131
5:50 PM	0	0	0	1	0	0	77	1	0	1	0	1	5	1	31	2	120
5:55 PM	0	0	0	0	0	0	91	0	0	0	0	0	3	1	49	4	148

Traffic Counts - Bicycles on Road

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:25 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:05 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	4	1	5	0	0	0
4:05 PM	1	1	2	0	0	0	3	0	3	0	0	0
4:10 PM	1	0	1	0	0	0	1	1	2	0	0	0
4:15 PM	0	1	1	2	0	2	1	0	1	0	0	0
4:20 PM	0	0	0	0	0	0	2	1	3	0	0	0
4:25 PM	2	0	2	1	0	1	1	1	2	0	0	0
4:30 PM	2	0	2	0	0	0	2	3	5	0	0	0
4:35 PM	0	0	0	2	0	2	0	2	2	0	0	0
4:40 PM	1	0	1	0	0	0	1	1	2	0	0	0
4:45 PM	0	1	1	0	0	0	3	2	5	0	0	0
4:50 PM	0	1	1	1	0	1	4	1	5	0	0	0
4:55 PM	2	2	4	0	0	0	0	3	3	0	0	0
5:00 PM	2	0	2	0	0	0	1	0	1	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	1	1	0	0	0	1	0	1	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	6	6	0	0	0	2	0	2	0	0	0
5:25 PM	0	0	0	0	0	0	1	2	3	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	1	1	0	0	0
5:40 PM	2	0	2	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	1	0	0	0
5:50 PM	0	1	1	0	0	0	1	1	2	0	0	0
5:55 PM	0	0	0	0	0	0	1	0	1	0	0	0

San Jose, CA DOT - Turning Movement Counts - 5 Minute Intervals

Project San Jose - San Carlos Ave TMCs
Project Manager

	Start	End
AM Peak Hour	7:35	8:35
Peak 15-Minutes	7:50	8:05

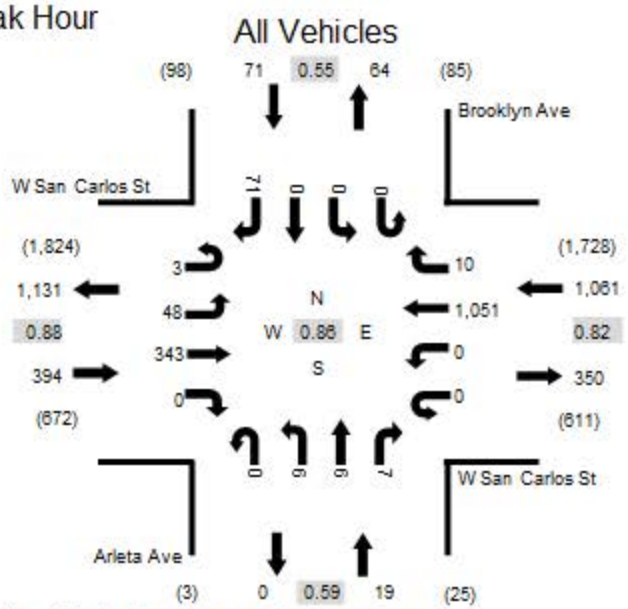
Node
Shop
Latitude 37.3234203
Longitude -121.92884
Orientation (N-S) Brooklyn Ave
Orientation (E-W) W San Carlos St

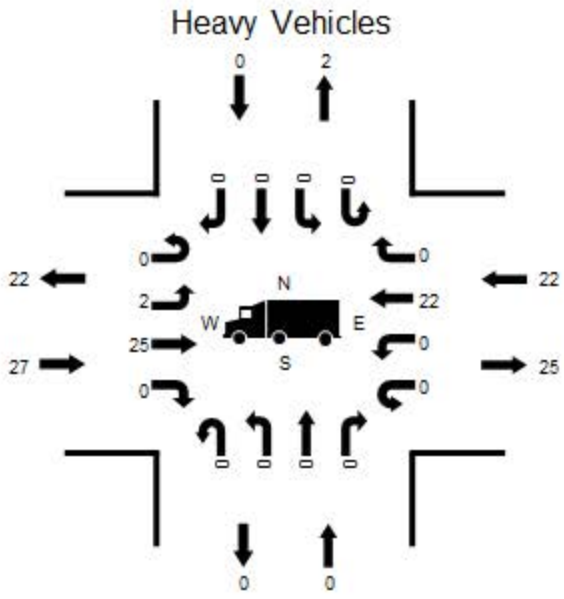
Date 11/14/2023

Peak Rolling Hour Flow Rates

Vehicle Type	Northbound				Eastbound				Southbound				Westbound				
(per FHWA Classification)	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Bicycles on Road	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Lights (Classes II & III)	0	6	6	7	3	46	316	0	0	0	0	71	0	0	1,029	10	1,494
Mediums (Classes IV, V & VI)	0	0	0	0	0	2	21	0	0	0	0	0	0	0	21	0	44
Articulated Trucks (Class VII - XIII)	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	5
Total	0	6	6	7	3	48	343	0	0	0	0	71	0	0	1,051	10	1,545
Total Morotized Vehicles	0	6	6	7	3	48	341	0	0	0	0	71	0	0	1,051	10	1,543
Heavy Vehicle Percentage (Mediums & Articulated Trucks)		0.0%				6.9%				0.0%				2.1%			3.2%
Peak Hour Factor (PHF)		0.59				0.88				0.55				0.82			0.86
Pedestrian on Crosswalk		16				0				13				5			34

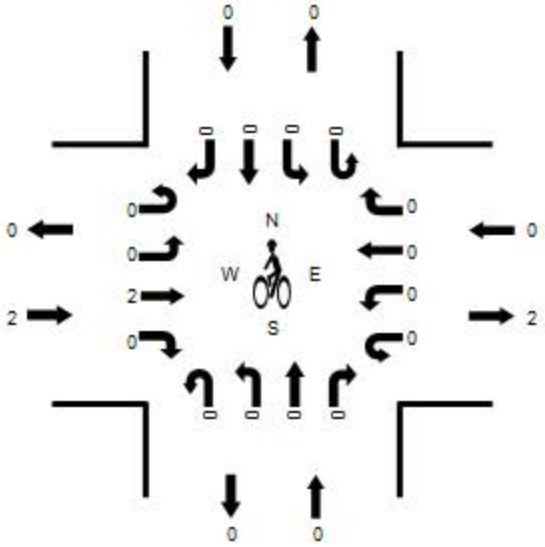
Peak Hour



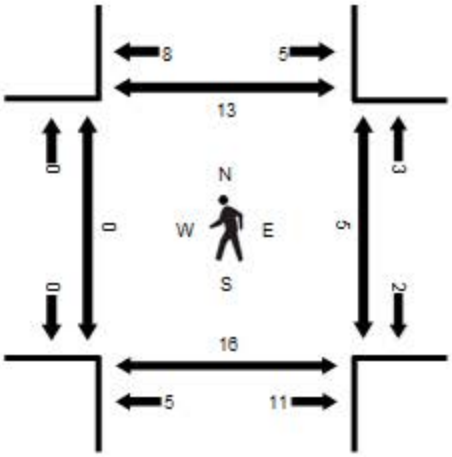


Notes: Total study counts contrained in parentheses.

Bicycles



Pedestrians



Traffic Counts - All Vehicles

INTERSECTION ORIENTATION	Arleta Ave				W San Carlos St				Brooklyn Ave				W San Carlos St					
	Northbound				Eastbound				Southbound				Westbound					
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Rolling Hour
7:00 AM	0	0	0	0	0	1	13	0	0	0	0	0	0	0	27	0	41	0
7:05 AM	0	0	0	0	0	1	11	0	0	0	0	1	0	0	38	0	51	0
7:10 AM	0	0	0	0	0	1	9	0	0	0	0	2	0	0	37	0	49	0
7:15 AM	0	0	0	0	0	0	27	0	0	0	0	4	0	0	47	0	78	0
7:20 AM	0	0	0	0	0	1	17	0	0	0	0	5	0	0	49	0	72	0
7:25 AM	0	0	1	1	1	0	27	0	0	0	0	0	0	0	46	0	76	0
7:30 AM	0	0	0	0	0	0	21	0	0	0	0	2	0	0	62	0	85	0
7:35 AM	0	1	0	0	0	4	23	0	0	0	0	1	0	0	76	0	105	0
7:40 AM	0	0	0	1	0	0	20	0	0	0	0	3	0	0	109	0	133	0
7:45 AM	0	0	0	1	0	6	35	0	0	0	0	1	0	0	91	0	134	0
7:50 AM	0	0	1	0	0	5	28	0	0	0	0	2	0	0	109	1	146	0
7:55 AM	0	1	2	0	0	2	32	0	0	0	0	7	0	0	117	2	163	1,133
8:00 AM	0	1	1	1	0	5	35	0	0	0	0	2	0	0	92	1	138	1,230
8:05 AM	0	1	1	0	1	4	25	0	0	0	0	5	0	0	67	2	106	1,285
8:10 AM	0	0	0	1	1	2	22	0	0	0	0	12	0	0	77	2	117	1,353
8:15 AM	0	0	1	1	0	4	28	0	0	0	0	6	0	0	97	0	137	1,412
8:20 AM	0	1	0	1	1	6	30	0	0	0	0	7	0	0	85	0	131	1,471
8:25 AM	0	1	0	0	0	6	36	0	0	0	0	13	0	0	62	1	119	1,514
8:30 AM	0	0	0	1	0	4	29	0	0	0	0	12	0	0	69	1	116	1,545
8:35 AM	0	0	0	0	1	1	26	0	0	0	0	3	0	0	72	1	104	1,544
8:40 AM	0	0	0	1	0	2	14	0	0	0	0	3	0	0	67	0	87	1,498
8:45 AM	0	1	0	0	1	0	34	1	0	0	0	3	0	0	94	3	137	1,501
8:50 AM	0	0	0	0	0	4	31	1	0	0	0	4	0	0	58	2	100	1,455
8:55 AM	0	1	0	1	2	1	28	1	0	0	0	0	0	0	62	2	98	1,390

Traffic Counts - Motorized Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	1	13	0	0	0	0	0	0	0	27	0	41
7:05 AM	0	0	0	0	0	1	11	0	0	0	0	1	0	0	38	0	51
7:10 AM	0	0	0	0	0	1	9	0	0	0	0	2	0	0	37	0	49
7:15 AM	0	0	0	0	0	0	27	0	0	0	0	4	0	0	47	0	78
7:20 AM	0	0	0	0	0	1	17	0	0	0	0	5	0	0	49	0	72
7:25 AM	0	0	1	1	1	0	27	0	0	0	0	0	0	0	46	0	76
7:30 AM	0	0	0	0	0	0	21	0	0	0	0	2	0	0	62	0	85
7:35 AM	0	1	0	0	0	4	23	0	0	0	0	1	0	0	76	0	105
7:40 AM	0	0	0	1	0	0	20	0	0	0	0	3	0	0	109	0	133
7:45 AM	0	0	0	1	0	6	35	0	0	0	0	1	0	0	91	0	134
7:50 AM	0	0	1	0	0	5	27	0	0	0	0	2	0	0	109	1	145
7:55 AM	0	1	2	0	0	2	32	0	0	0	0	7	0	0	117	2	163
8:00 AM	0	1	1	1	0	5	34	0	0	0	0	2	0	0	92	1	137
8:05 AM	0	1	1	0	1	4	25	0	0	0	0	5	0	0	67	2	106
8:10 AM	0	0	0	1	1	2	22	0	0	0	0	12	0	0	77	2	117
8:15 AM	0	0	1	1	0	4	28	0	0	0	0	6	0	0	97	0	137
8:20 AM	0	1	0	1	1	6	30	0	0	0	0	7	0	0	85	0	131
8:25 AM	0	1	0	0	0	6	36	0	0	0	0	13	0	0	62	1	119
8:30 AM	0	0	0	1	0	4	29	0	0	0	0	12	0	0	69	1	116
8:35 AM	0	0	0	0	1	1	26	0	0	0	0	3	0	0	72	1	104
8:40 AM	0	0	0	1	0	2	14	0	0	0	0	3	0	0	67	0	87
8:45 AM	0	1	0	0	1	0	34	1	0	0	0	3	0	0	94	3	137
8:50 AM	0	0	0	0	0	4	31	1	0	0	0	4	0	0	58	2	100
8:55 AM	0	1	0	1	2	1	28	1	0	0	0	0	0	0	62	2	98

Traffic Counts - Heavy Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
7:05 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:25 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	8
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
7:35 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
7:50 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	8
7:55 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	8
8:00 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6
8:05 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
8:10 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
8:20 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	4
8:25 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3	0	5
8:35 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	4
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
8:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	5
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
8:55 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	6

Traffic Counts - Lights (Passenger Cars and Two Axle Four Tier Single Units)

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	1	12	0	0	0	0	0	0	0	26	0	39
7:05 AM	0	0	0	0	0	1	10	0	0	0	0	1	0	0	36	0	48
7:10 AM	0	0	0	0	0	1	9	0	0	0	0	2	0	0	37	0	49
7:15 AM	0	0	0	0	0	0	25	0	0	0	0	4	0	0	46	0	75
7:20 AM	0	0	0	0	0	1	17	0	0	0	0	5	0	0	48	0	71
7:25 AM	0	0	1	1	1	0	25	0	0	0	0	0	0	0	40	0	68
7:30 AM	0	0	0	0	0	0	20	0	0	0	0	2	0	0	60	0	82
7:35 AM	0	1	0	0	0	3	23	0	0	0	0	1	0	0	75	0	103
7:40 AM	0	0	0	1	0	0	20	0	0	0	0	3	0	0	107	0	131
7:45 AM	0	0	0	1	0	6	33	0	0	0	0	1	0	0	90	0	131
7:50 AM	0	0	1	0	0	5	23	0	0	0	0	2	0	0	105	1	137
7:55 AM	0	1	2	0	0	2	27	0	0	0	0	7	0	0	114	2	155
8:00 AM	0	1	1	1	0	5	28	0	0	0	0	2	0	0	92	1	131
8:05 AM	0	1	1	0	1	4	23	0	0	0	0	5	0	0	66	2	103
8:10 AM	0	0	0	1	1	2	21	0	0	0	0	12	0	0	75	2	114
8:15 AM	0	0	1	1	0	4	27	0	0	0	0	6	0	0	96	0	135
8:20 AM	0	1	0	1	1	6	28	0	0	0	0	7	0	0	83	0	127
8:25 AM	0	1	0	0	0	6	35	0	0	0	0	13	0	0	60	1	116
8:30 AM	0	0	0	1	0	3	28	0	0	0	0	12	0	0	66	1	111
8:35 AM	0	0	0	0	1	1	25	0	0	0	0	3	0	0	69	1	100
8:40 AM	0	0	0	1	0	2	14	0	0	0	0	3	0	0	63	0	83
8:45 AM	0	1	0	0	1	0	32	1	0	0	0	3	0	0	91	3	132
8:50 AM	0	0	0	0	0	4	31	1	0	0	0	4	0	0	55	2	97
8:55 AM	0	1	0	1	2	1	25	1	0	0	0	0	0	0	59	2	92

Traffic Counts - Bicycles on Road

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	1	1	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	1	1	2	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	1	0	0	0	0	0	0	0	0	0
7:20 AM	1	0	1	0	0	0	0	1	1	1	0	1
7:25 AM	0	0	0	0	0	0	2	1	3	0	0	0
7:30 AM	2	2	4	0	0	0	0	0	0	1	0	1
7:35 AM	1	0	1	0	0	0	1	0	1	0	0	0
7:40 AM	1	0	1	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	2	2	1	0	1
7:50 AM	0	1	1	0	0	0	0	0	0	0	0	0
7:55 AM	5	0	5	0	0	0	1	2	3	0	0	0
8:00 AM	2	1	3	0	0	0	5	0	5	0	0	0
8:05 AM	1	1	2	0	0	0	1	0	1	1	1	2
8:10 AM	0	0	0	0	0	0	0	1	1	0	0	0
8:15 AM	0	1	1	0	0	0	0	0	0	0	0	0
8:20 AM	1	0	1	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	1	0	1	0	1	1
8:40 AM	0	0	0	0	0	0	0	2	2	0	0	0
8:45 AM	0	1	1	0	0	0	1	0	1	0	0	0
8:50 AM	0	1	1	0	0	0	1	1	2	0	0	0
8:55 AM	0	0	0	0	0	0	2	0	2	0	0	0

San Jose, CA DOT - Turning Movement Counts - 5 Minute Intervals

Project	San Jose - San Carlos Ave TMCs
Project Manager	

	Start	End
PM Peak Hour	16:40	17:40
Peak 15-Minutes	17:15	17:30

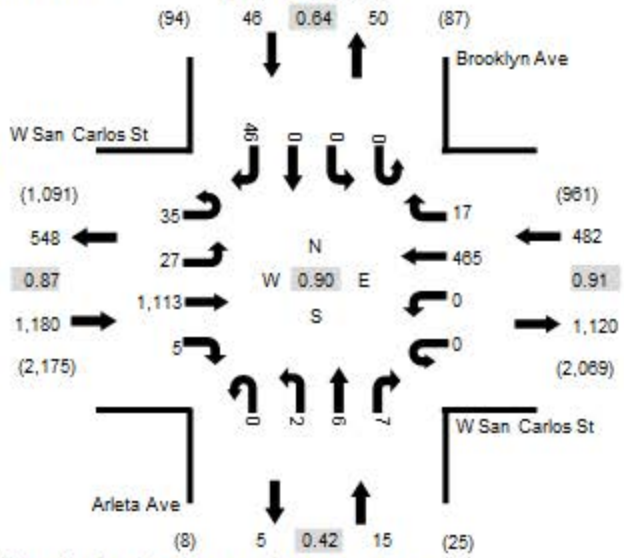
Node	
Shop	
Latitude	37.3234203
Longitude	-121.92884
Orientation (N-S)	Brooklyn Ave
Orientation (E-W)	*N* San Carlos St
Date	11/14/2023

Peak Rolling Hour Flow Rates

Vehicle Type	Northbound				Eastbound				Southbound				Westbound				
(per FHWA Classification)	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Bicycles on Road	0	0	0	0	0	1	3	0	0	0	0	0	0	0	1	0	5
Lights (Classes II & III)	0	2	6	7	35	26	1,098	5	0	0	0	46	0	0	455	17	1,697
Mediums (Classes IV, V & VI)	0	0	0	0	0	0	12	0	0	0	0	0	0	0	9	0	21
Articulated Trucks (Class VII - XIII)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	6	7	35	27	1,113	5	0	0	0	46	0	0	465	17	1,723
Total Morotized Vehicles	0	2	6	7	35	26	1,110	5	0	0	0	46	0	0	464	17	1,718
Heavy Vehicle Percentage (Mediums & Articulated Trucks)		0.0%				1.0%				0.0%				1.9%			1.2%
Peak Hour Factor (PHF)		0.42				0.87				0.64				0.91			0.90
Pedestrian on Crosswalk		10				0				15				2			27

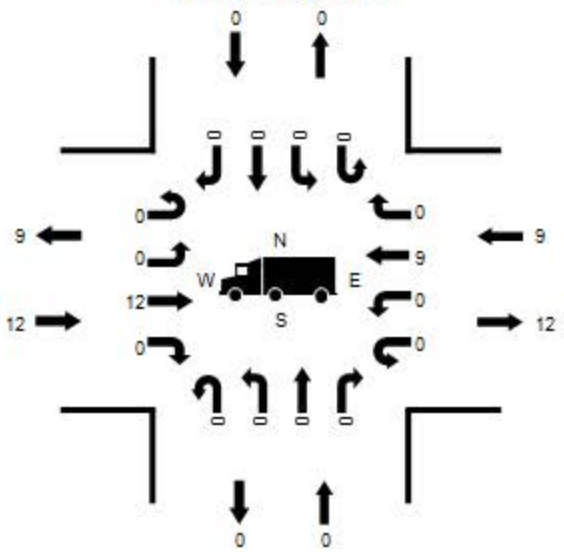
Peak Hour

All Vehicles

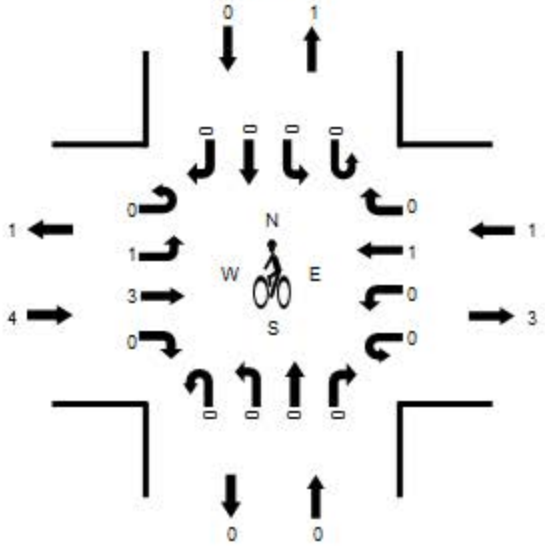


Notes: Total study counts contrained in parentheses.

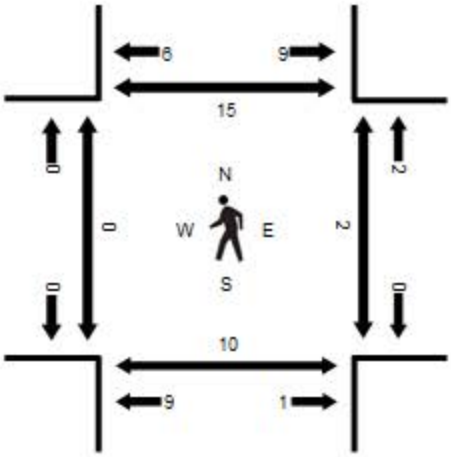
Heavy Vehicles



Bicycles



Pedestrians



Traffic Counts - All Vehicles

INTERSECTION ORIENTATION	Arleta Ave				W San Carlos St				Brooklyn Ave				W San Carlos St					
	Northbound				Eastbound				Southbound				Westbound					
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Rolling Hour
4:00 PM	0	0	0	1	0	0	75	1	0	0	0	5	0	0	41	1	124	0
4:05 PM	0	1	0	0	5	0	78	1	0	0	0	3	0	0	26	2	116	0
4:10 PM	0	0	0	1	3	2	83	0	0	0	0	9	0	0	40	1	139	0
4:15 PM	0	1	0	0	5	2	69	0	0	0	0	3	0	0	37	1	118	0
4:20 PM	0	0	0	1	2	0	78	0	0	0	0	6	0	0	31	3	121	0
4:25 PM	0	0	0	0	0	1	89	0	0	0	0	3	0	0	50	2	145	0
4:30 PM	0	0	0	0	3	1	65	0	0	0	0	3	0	0	46	0	118	0
4:35 PM	0	0	0	1	2	1	84	0	0	0	0	3	0	0	39	1	131	0
4:40 PM	0	1	0	2	6	0	96	0	0	0	0	3	0	0	43	3	154	0
4:45 PM	0	0	1	2	3	0	99	0	0	0	0	3	0	0	38	2	148	0
4:50 PM	0	0	2	1	4	0	75	0	0	0	0	3	0	0	34	0	119	0
4:55 PM	0	0	0	1	3	1	101	0	0	0	0	3	0	0	39	1	149	1,582
5:00 PM	0	0	0	0	4	5	77	1	0	0	0	6	0	0	39	3	135	1,593
5:05 PM	0	0	1	0	4	2	79	1	0	0	0	6	0	0	28	1	122	1,599
5:10 PM	0	0	0	0	1	4	91	1	0	0	0	6	0	0	28	0	131	1,591
5:15 PM	0	0	0	0	0	2	119	0	0	0	0	5	0	0	46	2	174	1,647
5:20 PM	0	0	0	0	3	2	105	0	0	0	0	3	0	0	42	1	156	1,682
5:25 PM	0	1	1	1	4	4	98	1	0	0	0	2	0	0	35	3	150	1,687
5:30 PM	0	0	1	0	1	1	96	1	0	0	0	4	0	0	42	1	147	1,716
5:35 PM	0	0	0	0	2	6	77	0	0	0	0	2	0	0	51	0	138	1,723
5:40 PM	0	0	0	1	4	3	79	0	0	0	0	1	0	0	34	0	122	1,691
5:45 PM	0	0	0	2	1	5	80	0	0	0	0	5	0	0	38	0	131	1,674
5:50 PM	0	0	0	1	5	3	73	0	0	0	0	3	0	0	36	4	125	1,680
5:55 PM	0	0	0	0	1	2	88	1	0	0	0	4	0	0	44	2	142	1,673

Traffic Counts - Motorized Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	1	0	0	75	1	0	0	0	5	0	0	41	1	124
4:05 PM	0	1	0	0	5	0	78	1	0	0	0	3	0	0	26	2	116
4:10 PM	0	0	0	1	3	2	82	0	0	0	0	9	0	0	40	1	138
4:15 PM	0	1	0	0	5	2	69	0	0	0	0	3	0	0	37	1	118
4:20 PM	0	0	0	1	2	0	78	0	0	0	0	6	0	0	31	3	121
4:25 PM	0	0	0	0	0	1	89	0	0	0	0	3	0	0	50	2	145
4:30 PM	0	0	0	0	3	1	64	0	0	0	0	3	0	0	46	0	117
4:35 PM	0	0	0	1	2	1	84	0	0	0	0	3	0	0	39	1	131
4:40 PM	0	1	0	2	6	0	95	0	0	0	0	3	0	0	43	3	153
4:45 PM	0	0	1	2	3	0	99	0	0	0	0	3	0	0	37	2	147
4:50 PM	0	0	2	1	4	0	75	0	0	0	0	3	0	0	34	0	119
4:55 PM	0	0	0	1	3	1	100	0	0	0	0	3	0	0	39	1	148
5:00 PM	0	0	0	0	4	5	77	1	0	0	0	6	0	0	39	3	135
5:05 PM	0	0	1	0	4	2	79	1	0	0	0	6	0	0	28	1	122
5:10 PM	0	0	0	0	1	4	91	1	0	0	0	6	0	0	28	0	131
5:15 PM	0	0	0	0	0	2	119	0	0	0	0	5	0	0	46	2	174
5:20 PM	0	0	0	0	3	2	105	0	0	0	0	3	0	0	42	1	156
5:25 PM	0	1	1	1	4	4	98	1	0	0	0	2	0	0	35	3	150
5:30 PM	0	0	1	0	1	1	96	1	0	0	0	4	0	0	42	1	147
5:35 PM	0	0	0	0	2	5	76	0	0	0	0	2	0	0	51	0	136
5:40 PM	0	0	0	1	4	3	79	0	0	0	0	1	0	0	34	0	122
5:45 PM	0	0	0	2	1	5	80	0	0	0	0	5	0	0	38	0	131
5:50 PM	0	0	0	1	5	3	73	0	0	0	0	3	0	0	36	4	125
5:55 PM	0	0	0	0	1	2	88	1	0	0	0	4	0	0	44	2	142

Traffic Counts - Heavy Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	1	0	0	3	0	0	0	0	0	0	0	4	0	8
4:05 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:25 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
4:35 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
4:40 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
4:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	5
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:55 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
5:10 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	5
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:55 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2

Traffic Counts - Lights (Passenger Cars and Two Axle Four Tier Single Units)

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	0	0	0	72	1	0	0	0	5	0	0	37	1	116
4:05 PM	0	1	0	0	5	0	77	1	0	0	0	3	0	0	26	2	115
4:10 PM	0	0	0	1	3	2	82	0	0	0	0	9	0	0	38	1	136
4:15 PM	0	1	0	0	5	2	68	0	0	0	0	3	0	0	36	1	116
4:20 PM	0	0	0	1	2	0	78	0	0	0	0	6	0	0	30	3	120
4:25 PM	0	0	0	0	0	1	87	0	0	0	0	3	0	0	49	2	142
4:30 PM	0	0	0	0	2	1	63	0	0	0	0	3	0	0	46	0	115
4:35 PM	0	0	0	1	2	1	82	0	0	0	0	3	0	0	38	1	128
4:40 PM	0	1	0	2	6	0	93	0	0	0	0	3	0	0	42	3	150
4:45 PM	0	0	1	2	3	0	95	0	0	0	0	3	0	0	36	2	142
4:50 PM	0	0	2	1	4	0	75	0	0	0	0	3	0	0	33	0	118
4:55 PM	0	0	0	1	3	1	99	0	0	0	0	3	0	0	38	1	146
5:00 PM	0	0	0	0	4	5	77	1	0	0	0	6	0	0	39	3	135
5:05 PM	0	0	1	0	4	2	77	1	0	0	0	6	0	0	27	1	119
5:10 PM	0	0	0	0	1	4	90	1	0	0	0	6	0	0	28	0	130
5:15 PM	0	0	0	0	0	2	119	0	0	0	0	5	0	0	46	2	174
5:20 PM	0	0	0	0	3	2	105	0	0	0	0	3	0	0	42	1	156
5:25 PM	0	1	1	1	4	4	98	1	0	0	0	2	0	0	34	3	149
5:30 PM	0	0	1	0	1	1	94	1	0	0	0	4	0	0	39	1	142
5:35 PM	0	0	0	0	2	5	76	0	0	0	0	2	0	0	51	0	136
5:40 PM	0	0	0	1	4	3	79	0	0	0	0	1	0	0	34	0	122
5:45 PM	0	0	0	2	1	5	80	0	0	0	0	5	0	0	38	0	131
5:50 PM	0	0	0	1	5	3	72	0	0	0	0	3	0	0	36	4	124
5:55 PM	0	0	0	0	1	2	87	1	0	0	0	4	0	0	43	2	140

Traffic Counts - Bicycles on Road

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	1	1	2	0	0	0	0	0	0	0	0	0
4:10 PM	1	0	1	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	1	0	0	0	2	3	5	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	1	2	3	0	0	0
4:30 PM	1	0	1	0	0	0	1	1	2	0	2	2
4:35 PM	1	0	1	0	0	0	0	4	4	0	0	0
4:40 PM	0	1	1	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	1	2	0	0	0
4:50 PM	0	2	2	0	0	0	0	0	0	0	0	0
4:55 PM	1	1	2	0	0	0	2	2	4	2	0	2
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	0
5:05 PM	0	0	0	0	0	0	1	0	1	0	0	0
5:10 PM	0	1	1	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	4	4	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	1	2	3	0	0	0
5:30 PM	0	0	0	0	0	0	0	3	3	0	0	0
5:35 PM	0	0	0	0	0	0	1	0	1	0	0	0
5:40 PM	2	0	2	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	2	2	4	0	0	0
5:50 PM	0	1	1	0	0	0	1	2	3	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0

Appendices C – San José Approved Trip Inventory

AM PROJECT TRIPS

11/30/2023

Intersection of : N Bascom Av & S Bascom Av & W San Carlos St / Stevens Creek Bl

Traffix Node Number : 3279

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-112173 TA (3-25305) Mixed Use Bascom Medical Office Building	0	3	0	30	1	4	16	0	0	0	0	3
20-137572 TA (3-25776) Mixed Use 1881 San Carlos Street Mixed-Use	0	0	5	6	0	0	0	8	0	5	8	6
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD VALLEY FAIR EXPANSION	2	0	0	1	0	0	0	8	1	0	12	1
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	3	0	0	0	0	6	1	5	1	0	29	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	8	0	0	0	0	15	1	8	1	0	68	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	1	0	0	1	0

TOTAL:	**13**	**3**	**5**	**37**	**1**	**25**	**18**	**30**	**3**	**5**	**118**	**10**

	LEFT	THRU	RIGHT
NORTH	37	1	25
EAST	5	118	10
SOUTH	13	3	5
WEST	18	30	3

PM PROJECT TRIPS

11/30/2023

Intersection of : N Bascom Av & S Bascom Av & W San Carlos St / Stevens Creek Bl

Traffix Node Number : 3279

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-112173 TA (3-25305) Mixed Use Bascom Medical Office Building	0	2	0	17	3	20	9	0	0	0	0	2
20-137572 TA (3-25776) Mixed Use 1881 San Carlos Street Mixed-Use	0	0	6	8	0	0	0	10	0	8	13	10
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD VALLEY FAIR EXPANSION	5	1	0	4	1	0	0	34	5	0	31	3
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	2	0	0	0	0	4	6	28	3	0	16	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	1	0	0	0	0	2	14	62	6	0	11	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	1	0	0	0	0	1	1	5	1	0	5	0

TOTAL:	**9**	**3**	**6**	**29**	**4**	**27**	**30**	**139**	**15**	**8**	**76**	**15**

	LEFT	**THRU**	**RIGHT**
NORTH	29	4	27
EAST	8	76	15
SOUTH	9	3	6
WEST	30	139	15

AM PROJECT TRIPS

11/30/2023

Intersection of : Wabash Av / Leland Av & W San Carlos St

Traffix Node Number : 3644

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-137572 TA (3-25776) Mixed Use 1881 San Carlos Street Mixed-Use	5	0	0	0	0	0	0	8	5	0	8	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**5**	**0**	**8**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	8	0
SOUTH	5	0	0
WEST	0	8	5

PM PROJECT TRIPS

11/30/2023

Intersection of : Wabash Av / Leland Av & W San Carlos St

Traffix Node Number : 3644

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-137572 TA (3-25776) Mixed Use 1881 San Carlos Street Mixed-Use	6	0	0	0	0	0	0	13	8	0	10	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**8**	**0**	**10**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	10	0
SOUTH	6	0	0
WEST	0	13	8

Appendices D – TRAFFIX Intersection Operations Analysis

1921 & 1927 W San Carlos St - PATH
Existing Conditions_AM

Scenario Report

Scenario:	1. Existing Conditions_AM
Command:	1. Existing Conditions_AM
Volume:	EX_AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

1921 & 1927 W San Carlos St - PATH
Existing Conditions_AM

Turning Movement Report
3. None

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1001 W San Carlos St / Stevens Creek Rd / Bascom Ave													
Base	246	689	116	95	385	66	52	143	97	161	786	168	3004
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	246	689	116	95	385	66	52	143	97	161	786	168	3004
#1002 W San Carlos St / Wabash Ave / Leland Ave													
Base	14	105	11	61	76	26	33	324	6	54	973	71	1754
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	105	11	61	76	26	33	324	6	54	973	71	1754
#1003 W San Carlos St / Cleveland Ave													
Base	0	0	8	8	4	25	0	344	0	82	1050	7	1528
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	8	8	4	25	0	344	0	82	1050	7	1528
#1004 W San Carlos St / Brooklyn Ave													
Base	6	6	7	0	0	71	53	341	0	0	1051	10	1545
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	6	7	0	0	71	53	341	0	0	1051	10	1545

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1921 & 1927 W San Carlos St - PATH
Existing Conditions_AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#1001 W San Carlos St / Stevens Cree	D	38.3	0.536	D	38.3	0.536	+ 0.000 D/V
#1002 W San Carlos St / Wabash Ave /	C	21.9	0.447	C	21.9	0.447	+ 0.000 D/V
#1003 W San Carlos St / Cleveland Av	C	24.9	0.082	C	24.9	0.082	+ 0.000 D/V
#1004 W San Carlos St / Brooklyn Ave	D	25.4	0.142	D	25.4	0.142	+ 0.000 D/V

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1921 & 1927 W San Carlos St - PATH
Existing Conditions_AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1001 W San Carlos St / Stevens Creek Rd / Bascom Ave

Cycle (sec):	140	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	12	Average Delay (sec/veh):	38.3
Optimal Cycle:	46	Level Of Service:	D

Street Name:	Bascom Ave						W San Carlos St / Stevens Creek R					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
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
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	246	689	116	95	385	66	52	143	97	161	786	168
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:	246	689	116	95	385	66	52	143	97	161	786	168
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:	246	689	116	95	385	66	52	143	97	161	786	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	689	116	95	385	66	52	143	97	161	786	168
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:	246	689	116	95	385	66	52	143	97	161	786	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	5187	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.07	0.05	0.07	0.04	0.03	0.04	0.06	0.09	0.22	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.29	0.36	0.61	0.10	0.16	0.21	0.05	0.20	0.50	0.26	0.41	0.41
Volume/Cap:	0.46	0.54	0.12	0.54	0.46	0.19	0.54	0.19	0.12	0.35	0.54	0.26
Delay/Veh:	41.0	36.3	11.4	63.3	53.7	45.4	70.3	46.2	18.8	43.1	31.9	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	36.3	11.4	63.3	53.7	45.4	70.3	46.2	18.8	43.1	31.9	27.8
LOS by Move:	D	D	B	E	D	D	E	D	B	D	C	C
HCM2kAvgQ:	9	12	2	5	6	2	3	3	2	6	13	5

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

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1921 & 1927 W San Carlos St - PATH
Existing Conditions_AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1002 W San Carlos St / Wabash Ave / Leland Ave

Cycle (sec):	140	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	9	Average Delay (sec/veh):	21.9
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Wabash Ave / Leland Ave						W San Carlos St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	14	105	11	61	76	26	33	324	6	54	973	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	105	11	61	76	26	33	324	6	54	973	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	105	11	61	76	26	33	324	6	54	973	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	105	11	61	76	26	33	324	6	54	973	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	105	11	61	76	26	33	324	6	54	973	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.80	0.80	0.80	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.11	0.81	0.08	0.37	0.47	0.16	1.00	1.96	0.04	1.00	1.86	0.14
Final Sat.:	195	1463	153	567	706	242	1805	3534	65	1805	3331	243
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.11	0.11	0.11	0.02	0.09	0.09	0.03	0.29	0.29
Crit Moves:					****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.05	0.45	0.45	0.25	0.65	0.65
Volume/Cap:	0.30	0.30	0.30	0.45	0.45	0.45	0.37	0.20	0.20	0.12	0.45	0.45
Delay/Veh:	44.1	44.1	44.1	46.4	46.4	46.4	66.9	23.3	23.3	41.1	12.4	12.4
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:	44.1	44.1	44.1	46.4	46.4	46.4	66.9	23.3	23.3	41.1	12.4	12.4
LOS by Move:	D	D	D	D	D	D	E	C	C	D	B	B
HCM2kAvgQ:	5	5	5	6	6	6	2	4	4	2	11	11

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

1921 & 1927 W San Carlos St - PATH
Existing Conditions_AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1003 W San Carlos St / Cleveland Ave

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[24.9]

Street Name:	Cleveland Ave						W San Carlos St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 1! 0 0			0 0 2 0 0			1 0 1 1 0		
Volume Module:												
Base Vol:	0	0	8	8	4	25	0	344	0	82	1050	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	8	8	4	25	0	344	0	82	1050	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	8	8	4	25	0	344	0	82	1050	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	8	8	4	25	0	344	0	82	1050	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	172	1390	1562	529	xxxx	xxxx	xxxxx	344	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	848	104	113	500	xxxx	xxxx	xxxxx	1226	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	848	97	106	500	xxxx	xxxx	xxxxx	1226	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	0.08	0.04	0.05	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	218	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	24.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	9.3			24.9			xxxxxx			xxxxxx		
ApproachLOS:	A			C			*			*		

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

1921 & 1927 W San Carlos St - PATH
Existing Conditions_AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1004 W San Carlos St / Brooklyn Ave

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: D[25.4]

Street Name:	Brooklyn Ave						W San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	6	6	7	0	0	71	53	341	0	0	1051	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	6	7	0	0	71	53	341	0	0	1051	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	6	7	0	0	71	53	341	0	0	1051	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	6	7	0	0	71	53	341	0	0	1051	10
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	973	1508	171	xxxx	xxxx	531	1061	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	210	122	850	xxxx	xxxx	498	664	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	169	112	850	xxxx	xxxx	498	664	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	0.05	0.01	xxxx	xxxx	0.14	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.4	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	195	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	25.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:	25.4			13.4			xxxxxx			xxxxxx		
ApproachLOS:	D			B			*			*		

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

1921 & 1927 W San Carlos St - PATH
Existing Conditions_AM

Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

Node	Intersection	NB	SB	EB	WB
1001	W San Carlos St / Stevens Creek Rd	102010	103010	102010	102010
1002	W San Carlos St / Wabash Ave / Lela	000001	000001	101100	101100
1003	W San Carlos St / Cleveland Ave	000010	000001	002000	101100
1004	W San Carlos St / Brooklyn Ave	000001	000010	102000	001100

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1921 & 1927 W San Carlos St - PATH
Existing Conditions_AM

Base Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1001	[HCM2kAvgQ]:	9	12	2	5	6	2	3	3	2	6	13	5
#1002	[HCM2kAvgQ]:	5	5	5	6	6	6	2	4	4	2	11	11
#1003	[2Way95thQ]:	xxxx	xxxx	0.0	0.6	0.6	0.6	xxxx	xxxx	xxxx	0.2	xxxx	xxxx
#1004	[2Way95thQ]:	0.3	0.3	0.3	xxxx	xxxx	0.5	0.3	xxxx	xxxx	xxxx	xxxx	xxxx

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1921 & 1927 W San Carlos St - PATH
Existing Conditions_PM

Scenario Report

Scenario:	2. Existing Conditions_PM
Command:	2. Existing Conditions_PM
Volume:	EX_PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

1921 & 1927 W San Carlos St - PATH
Existing Conditions_PM

Turning Movement Report
3. None

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1001 W San Carlos St / Stevens Creek Rd / Bascom Ave													
Base	144	510	258	268	800	74	78	627	159	168	242	98	3426
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	144	510	258	268	800	74	78	627	159	168	242	98	3426
#1002 W San Carlos St / Wabash Ave / Leland Ave													
Base	11	28	44	33	23	14	48	1058	19	63	458	20	1819
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	28	44	33	23	14	48	1058	19	63	458	20	1819
#1003 W San Carlos St / Cleveland Ave													
Base	0	0	6	9	3	18	2	1128	11	72	489	24	1762
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6	9	3	18	2	1128	11	72	489	24	1762
#1004 W San Carlos St / Brooklyn Ave													
Base	2	6	7	0	0	46	79	1110	5	0	464	17	1736
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	6	7	0	0	46	79	1110	5	0	464	17	1736

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1921 & 1927 W San Carlos St - PATH
Existing Conditions_PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#1001 W San Carlos St / Stevens Cree	D	42.9	0.609	D	42.9	0.609	+ 0.000 D/V
#1002 W San Carlos St / Wabash Ave /	B	16.1	0.409	B	16.1	0.409	+ 0.000 D/V
#1003 W San Carlos St / Cleveland Av	C	24.0	0.116	C	24.0	0.116	+ 0.000 D/V
#1004 W San Carlos St / Brooklyn Ave	E	36.4	0.075	E	36.4	0.075	+ 0.000 D/V

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1921 & 1927 W San Carlos St - PATH
Existing Conditions_PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1001 W San Carlos St / Stevens Creek Rd / Bascom Ave

Cycle (sec):	140	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	12	Average Delay (sec/veh):	42.9
Optimal Cycle:	51	Level Of Service:	D

Street Name:	Bascom Ave						W San Carlos St / Stevens Creek R					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
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
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	144	510	258	268	800	74	78	627	159	168	242	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	510	258	268	800	74	78	627	159	168	242	98
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:	144	510	258	268	800	74	78	627	159	168	242	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	510	258	268	800	74	78	627	159	168	242	98
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:	144	510	258	268	800	74	78	627	159	168	242	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	5187	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.16	0.15	0.15	0.05	0.04	0.17	0.10	0.09	0.07	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.23	0.39	0.24	0.31	0.49	0.18	0.29	0.45	0.15	0.26	0.26
Volume/Cap:	0.49	0.61	0.41	0.61	0.49	0.09	0.24	0.61	0.22	0.61	0.26	0.24
Delay/Veh:	54.7	49.4	32.0	49.5	39.2	18.8	49.5	44.3	23.8	59.3	41.5	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	49.4	32.0	49.5	39.2	18.8	49.5	44.3	23.8	59.3	41.5	41.3
LOS by Move:	D	D	C	D	D	B	D	D	C	E	D	D
HCM2kAvgQ:	6	11	8	11	10	2	3	13	4	8	4	3

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

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1921 & 1927 W San Carlos St - PATH
Existing Conditions_PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1002 W San Carlos St / Wabash Ave / Leland Ave

Cycle (sec):	140	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	9	Average Delay (sec/veh):	16.1
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Wabash Ave / Leland Ave						W San Carlos St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	11	28	44	33	23	14	48	1058	19	63	458	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	28	44	33	23	14	48	1058	19	63	458	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	28	44	33	23	14	48	1058	19	63	458	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	28	44	33	23	14	48	1058	19	63	458	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	28	44	33	23	14	48	1058	19	63	458	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.77	0.77	0.77	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.13	0.34	0.53	0.47	0.33	0.20	1.00	1.96	0.04	1.00	1.92	0.08
Final Sat.:	225	572	899	688	479	292	1805	3536	63	1805	3438	150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.05	0.05	0.05	0.03	0.30	0.30	0.03	0.13	0.13
Crit Moves:	****							****		****		
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.22	0.73	0.73	0.09	0.59	0.59
Volume/Cap:	0.41	0.41	0.41	0.40	0.40	0.40	0.12	0.41	0.41	0.41	0.22	0.22
Delay/Veh:	58.4	58.4	58.4	58.5	58.5	58.5	43.6	7.3	7.3	62.5	13.4	13.4
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:	58.4	58.4	58.4	58.5	58.5	58.5	43.6	7.3	7.3	62.5	13.4	13.4
LOS by Move:	E	E	E	E	E	E	D	A	A	E	B	B
HCM2kAvgQ:	4	4	4	3	3	3	2	9	9	3	5	5

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

1921 & 1927 W San Carlos St - PATH
Existing Conditions_PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1003 W San Carlos St / Cleveland Ave

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[24.0]

Street Name:	Cleveland Ave						W San Carlos St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 1! 0 0			0 1 0 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	0	0	6	9	3	18	2	1128	11	72	489	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	6	9	3	18	2	1128	11	72	489	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	6	9	3	18	2	1128	11	72	489	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	6	9	3	18	2	1128	11	72	489	24
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	570	1213	1788	257	513	xxxx	xxxxx	1139	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	470	140	82	749	1063	xxxx	xxxxx	621	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	470	126	72	749	1063	xxxx	xxxxx	621	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	0.07	0.04	0.02	0.00	xxxx	xxxx	0.12	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	11.6	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	A	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	219	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	24.0	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	12.8			24.0			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

1921 & 1927 W San Carlos St - PATH
Existing Conditions_PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1004 W San Carlos St / Brooklyn Ave

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: E[36.4]

Street Name:	Brooklyn Ave						W San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 1			1 0 1 1 0			0 0 1 1 0		
Volume Module:												
Base Vol:	2	6	7	0	0	46	79	1110	5	0	464	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	7	0	0	46	79	1110	5	0	464	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	6	7	0	0	46	79	1110	5	0	464	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	6	7	0	0	46	79	1110	5	0	464	17
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1503	1752	558	xxxx	xxxx	241	481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	86	86	479	xxxx	xxxx	767	1092	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	76	80	479	xxxx	xxxx	767	1092	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	0.07	0.01	xxxx	xxxx	0.06	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	130	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	36.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*
ApproachDel:	36.4			10.0			xxxxxx			xxxxxx		
ApproachLOS:	E			A			*			*		

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

1921 & 1927 W San Carlos St - PATH
Existing Conditions_PM

Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

Node	Intersection	NB	SB	EB	WB
1001	W San Carlos St / Stevens Creek Rd	102010	103010	102010	102010
1002	W San Carlos St / Wabash Ave / Lela	000001	000001	101100	101100
1003	W San Carlos St / Cleveland Ave	000010	000001	010100	101100
1004	W San Carlos St / Brooklyn Ave	000001	000010	101100	001100

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Existing Conditions_PM

Base Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1001	[HCM2kAvgQ]:	6	11	8	11	10	2	3	13	4	8	4	3
#1002	[HCM2kAvgQ]:	4	4	4	3	3	3	2	9	9	3	5	5
#1003	[2Way95thQ]:	xxxx	xxxx	0.0	0.5	0.5	0.5	0.0	0.0	xxxx	0.4	xxxx	xxxx
#1004	[2Way95thQ]:	0.4	0.4	0.4	xxxx	xxxx	0.2	0.2	xxxx	xxxx	xxxx	xxxx	xxxx

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1921 & 1927 W San Carlos St - PATH
Background Conditions_AM

Scenario Report

Scenario:	3. Background Conditions_AM
Command:	3. Background Conditions_AM
Volume:	BKG_AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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1921 & 1927 W San Carlos St - PATH
Background Conditions_AM

Turning Movement Report
3. None

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1001 W San Carlos St / Stevens Creek Rd / Bascom Ave													
Base	259	692	121	132	386	91	70	173	100	166	904	178	3272
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	259	692	121	132	386	91	70	173	100	166	904	178	3272
#1002 W San Carlos St / Wabash Ave / Leland Ave													
Base	19	105	11	61	76	26	33	404	11	54	1095	71	1966
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	105	11	61	76	26	33	404	11	54	1095	71	1966
#1003 W San Carlos St / Cleveland Ave													
Base	0	0	8	8	4	25	0	416	0	82	1177	7	1727
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	8	8	4	25	0	416	0	82	1177	7	1727
#1004 W San Carlos St / Brooklyn Ave													
Base	6	6	7	0	0	71	53	413	0	0	1178	10	1744
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	6	7	0	0	71	53	413	0	0	1178	10	1744

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1921 & 1927 W San Carlos St - PATH
Background Conditions_AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#1001 W San Carlos St / Stevens Cree	D	40.2	0.606	D	40.2	0.606	+ 0.000 D/V
#1002 W San Carlos St / Wabash Ave /	C	20.9	0.486	C	20.9	0.486	+ 0.000 D/V
#1003 W San Carlos St / Cleveland Av	D	31.4	0.109	D	31.4	0.109	+ 0.000 D/V
#1004 W San Carlos St / Brooklyn Ave	D	32.3	0.157	D	32.3	0.157	+ 0.000 D/V

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1921 & 1927 W San Carlos St - PATH
Background Conditions_AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1001 W San Carlos St / Stevens Creek Rd / Bascom Ave

Cycle (sec):	140	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	12	Average Delay (sec/veh):	40.2
Optimal Cycle:	51	Level Of Service:	D

Street Name:	Bascom Ave						W San Carlos St / Stevens Creek R					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
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
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	259	692	121	132	386	91	70	173	100	166	904	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	692	121	132	386	91	70	173	100	166	904	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	692	121	132	386	91	70	173	100	166	904	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	692	121	132	386	91	70	173	100	166	904	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	692	121	132	386	91	70	173	100	166	904	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	5187	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.07	0.07	0.07	0.06	0.04	0.05	0.06	0.09	0.25	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.29	0.32	0.58	0.12	0.15	0.21	0.06	0.21	0.50	0.27	0.41	0.41
Volume/Cap:	0.50	0.61	0.13	0.61	0.50	0.26	0.61	0.23	0.12	0.34	0.61	0.27
Delay/Veh:	42.2	41.4	13.1	63.2	55.2	46.3	72.7	46.2	19.0	41.7	32.9	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	41.4	13.1	63.2	55.2	46.3	72.7	46.2	19.0	41.7	32.9	27.3
LOS by Move:	D	D	B	E	E	D	E	D	B	D	C	C
HCM2kAvgQ:	9	13	2	6	6	3	4	3	2	6	16	5

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

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1921 & 1927 W San Carlos St - PATH
Background Conditions_AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1002 W San Carlos St / Wabash Ave / Leland Ave

Cycle (sec):	140	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	9	Average Delay (sec/veh):	20.9
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Wabash Ave / Leland Ave						W San Carlos St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	19	105	11	61	76	26	33	404	11	54	1095	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	105	11	61	76	26	33	404	11	54	1095	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	105	11	61	76	26	33	404	11	54	1095	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	105	11	61	76	26	33	404	11	54	1095	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	105	11	61	76	26	33	404	11	54	1095	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.78	0.78	0.78	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.14	0.78	0.08	0.37	0.47	0.16	1.00	1.95	0.05	1.00	1.88	0.12
Final Sat.:	251	1388	145	553	689	236	1805	3500	95	1805	3360	218
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.11	0.02	0.12	0.12	0.03	0.33	0.33
Crit Moves:					****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.05	0.50	0.50	0.22	0.66	0.66
Volume/Cap:	0.34	0.34	0.34	0.49	0.49	0.49	0.37	0.23	0.23	0.14	0.49	0.49
Delay/Veh:	46.1	46.1	46.1	48.5	48.5	48.5	66.9	20.1	20.1	44.6	12.0	12.0
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:	46.1	46.1	46.1	48.5	48.5	48.5	66.9	20.1	20.1	44.6	12.0	12.0
LOS by Move:	D	D	D	D	D	D	E	C	C	D	B	B
HCM2kAvgQ:	5	5	5	6	6	6	2	5	5	2	13	13

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

1921 & 1927 W San Carlos St - PATH
Background Conditions_AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1003 W San Carlos St / Cleveland Ave

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: D[31.4]

Street Name:	Cleveland Ave						W San Carlos St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 1! 0 0			0 0 2 0 0			1 0 1 1 0		
Volume Module:												
Base Vol:	0	0	8	8	4	25	0	416	0	82	1177	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	8	8	4	25	0	416	0	82	1177	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	8	8	4	25	0	416	0	82	1177	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	8	8	4	25	0	416	0	82	1177	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	208	1553	1761	592	xxxx	xxxx	xxxxx	416	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	804	78	85	454	xxxx	xxxx	xxxxx	1154	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	804	73	79	454	xxxx	xxxx	xxxxx	1154	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	0.11	0.05	0.06	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	173	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	31.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	9.5			31.4			xxxxxx			xxxxxx		
ApproachLOS:	A			D			*			*		

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

1921 & 1927 W San Carlos St - PATH
Background Conditions_AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1004 W San Carlos St / Brooklyn Ave

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: D[32.3]

Street Name:	Brooklyn Ave						W San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	1	1 0 2	0	0	0 0 1	1	0
Volume Module:												
Base Vol:	6	6	7	0	0	71	53	413	0	0	1178	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	6	7	0	0	71	53	413	0	0	1178	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	6	7	0	0	71	53	413	0	0	1178	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	6	7	0	0	71	53	413	0	0	1178	10
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1108	1707	207	xxxx	xxxx	594	1188	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	167	92	806	xxxx	xxxx	453	595	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	131	84	806	xxxx	xxxx	453	595	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	0.07	0.01	xxxx	xxxx	0.16	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.4	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	*	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx	151	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	32.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:	32.3			14.4			xxxxxx			xxxxxx		
ApproachLOS:	D			B			*			*		

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

1921 & 1927 W San Carlos St - PATH
Background Conditions_AM

Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

Node	Intersection	NB	SB	EB	WB
1001	W San Carlos St / Stevens Creek Rd	102010	103010	102010	102010
1002	W San Carlos St / Wabash Ave / Lela	000001	000001	101100	101100
1003	W San Carlos St / Cleveland Ave	000010	000001	002000	101100
1004	W San Carlos St / Brooklyn Ave	000001	000010	102000	001100

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1921 & 1927 W San Carlos St - PATH
Background Conditions_AM

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1001	[HCM2kAvgQ]:	9	13	2	6	6	3	4	3	2	6	16	5
#1002	[HCM2kAvgQ]:	5	5	5	6	6	6	2	5	5	2	13	13
#1003	[2Way95thQ]:	xxxx	xxxx	0.0	0.8	0.8	0.8	xxxx	xxxx	xxxx	0.2	xxxx	xxxx
#1004	[2Way95thQ]:	0.4	0.4	0.4	xxxx	xxxx	0.6	0.3	xxxx	xxxx	xxxx	xxxx	xxxx

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1921 & 1927 W San Carlos St - PATH
Background Conditions_PM

Scenario Report

Scenario:	4. Background Conditions_PM
Command:	4. Background Conditions_PM
Volume:	BKG_PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

1921 & 1927 W San Carlos St - PATH
Background Conditions_PM

Turning Movement Report
3. None

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1001 W San Carlos St / Stevens Creek Rd / Bascom Ave													
Base	153	513	264	297	804	101	108	766	174	176	318	113	3787
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	153	513	264	297	804	101	108	766	174	176	318	113	3787
#1002 W San Carlos St / Wabash Ave / Leland Ave													
Base	17	28	44	33	23	14	48	1245	27	63	536	20	2098
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	28	44	33	23	14	48	1245	27	63	536	20	2098
#1003 W San Carlos St / Cleveland Ave													
Base	0	0	6	9	3	18	2	1302	11	72	573	24	2020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6	9	3	18	2	1302	11	72	573	24	2020
#1004 W San Carlos St / Brooklyn Ave													
Base	2	6	7	0	0	46	79	1284	5	0	548	17	1994
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	6	7	0	0	46	79	1284	5	0	548	17	1994

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1921 & 1927 W San Carlos St - PATH
Background Conditions_PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#1001 W San Carlos St / Stevens Cree	D	44.1	0.674	D	44.1	0.674	+ 0.000 D/V
#1002 W San Carlos St / Wabash Ave /	B	14.9	0.472	B	14.9	0.472	+ 0.000 D/V
#1003 W San Carlos St / Cleveland Av	D	32.0	0.135	D	32.0	0.135	+ 0.000 D/V
#1004 W San Carlos St / Brooklyn Ave	F	51.9	0.109	F	51.9	0.109	+ 0.000 D/V

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1921 & 1927 W San Carlos St - PATH
Background Conditions_PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1001 W San Carlos St / Stevens Creek Rd / Bascom Ave

Cycle (sec):	140	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	12	Average Delay (sec/veh):	44.1
Optimal Cycle:	59	Level Of Service:	D

Street Name:	Bascom Ave						W San Carlos St / Stevens Creek R					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
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
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	153	513	264	297	804	101	108	766	174	176	318	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	513	264	297	804	101	108	766	174	176	318	113
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:	153	513	264	297	804	101	108	766	174	176	318	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	513	264	297	804	101	108	766	174	176	318	113
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:	153	513	264	297	804	101	108	766	174	176	318	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	5187	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.16	0.16	0.16	0.06	0.06	0.21	0.11	0.10	0.09	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.21	0.36	0.24	0.29	0.48	0.19	0.31	0.48	0.14	0.27	0.27
Volume/Cap:	0.53	0.67	0.46	0.67	0.53	0.13	0.32	0.67	0.23	0.67	0.32	0.26
Delay/Veh:	55.7	53.2	35.4	52.0	41.6	20.3	49.9	43.3	21.7	63.5	40.7	40.0
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:	55.7	53.2	35.4	52.0	41.6	20.3	49.9	43.3	21.7	63.5	40.7	40.0
LOS by Move:	E	D	D	D	D	C	D	D	C	E	D	D
HCM2kAvgQ:	7	12	9	12	11	2	4	16	4	8	6	4

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

1921 & 1927 W San Carlos St - PATH
Background Conditions_PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1002 W San Carlos St / Wabash Ave / Leland Ave

Cycle (sec):	140	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	9	Average Delay (sec/veh):	14.9
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Wabash Ave / Leland Ave						W San Carlos St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	17	28	44	33	23	14	48	1245	27	63	536	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	28	44	33	23	14	48	1245	27	63	536	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	28	44	33	23	14	48	1245	27	63	536	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	28	44	33	23	14	48	1245	27	63	536	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	28	44	33	23	14	48	1245	27	63	536	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.74	0.74	0.74	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.19	0.31	0.50	0.47	0.33	0.20	1.00	1.96	0.04	1.00	1.93	0.07
Final Sat.:	321	528	830	659	459	280	1805	3523	76	1805	3463	129
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.05	0.05	0.05	0.03	0.35	0.35	0.03	0.15	0.15
Crit Moves:	****							****		****		
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.20	0.75	0.75	0.07	0.62	0.62
Volume/Cap:	0.47	0.47	0.47	0.45	0.45	0.45	0.13	0.47	0.47	0.47	0.25	0.25
Delay/Veh:	60.1	60.1	60.1	60.1	60.1	60.1	46.1	6.9	6.9	64.8	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	60.1	60.1	60.1	60.1	60.1	46.1	6.9	6.9	64.8	11.9	11.9
LOS by Move:	E	E	E	E	E	E	D	A	A	E	B	B
HCM2kAvgQ:	4	4	4	3	3	3	2	11	11	3	5	5

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

1921 & 1927 W San Carlos St - PATH
Background Conditions_PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1003 W San Carlos St / Cleveland Ave

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: D[32.0]

Street Name:	Cleveland Ave						W San Carlos St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 1! 0 0			0 1 0 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	0	0	6	9	3	18	2	1302	11	72	573	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	6	9	3	18	2	1302	11	72	573	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	6	9	3	18	2	1302	11	72	573	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	6	9	3	18	2	1302	11	72	573	24
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	657	1384	2046	299	597	xxxx	xxxxx	1313	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	413	105	57	704	989	xxxx	xxxxx	533	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	413	92	49	704	989	xxxx	xxxxx	533	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	0.10	0.06	0.03	0.00	xxxx	xxxx	0.13	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.9	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	12.8	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	A	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	163	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	32.0	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	A	*	*	*	*	*
ApproachDel:	13.9			32.0			xxxxxx			xxxxxx		
ApproachLOS:	B			D			*			*		

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

1921 & 1927 W San Carlos St - PATH
Background Conditions_PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1004 W San Carlos St / Brooklyn Ave

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: F[51.9]

Street Name:	Brooklyn Ave						W San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 0 0	0 1		1 0 1	1 0		0 0 1	1 0	
Volume Module:												
Base Vol:	2	6	7	0	0	46	79	1284	5	0	548	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	7	0	0	46	79	1284	5	0	548	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	6	7	0	0	46	79	1284	5	0	548	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	6	7	0	0	46	79	1284	5	0	548	17
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1719	2010	645	xxxx	xxxx	283	565	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	59	60	420	xxxx	xxxx	721	1017	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	52	55	420	xxxx	xxxx	721	1017	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	0.11	0.02	xxxx	xxxx	0.06	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	91	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	51.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	51.9			10.3			xxxxxx			xxxxxx		
ApproachLOS:	F			B			*			*		

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

1921 & 1927 W San Carlos St - PATH
Background Conditions_PM

Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

Node	Intersection	NB	SB	EB	WB
1001	W San Carlos St / Stevens Creek Rd	102010	103010	102010	102010
1002	W San Carlos St / Wabash Ave / Lela	000001	000001	101100	101100
1003	W San Carlos St / Cleveland Ave	000010	000001	010100	101100
1004	W San Carlos St / Brooklyn Ave	000001	000010	101100	001100

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1921 & 1927 W San Carlos St - PATH
Background Conditions_PM

Future Queue Report (cars)

Node	Intersection	Northbound L	-- T	-- R	Southbound L	-- T	-- R	Eastbound L	-- T	-- R	Westbound L	-- T	-- R
#1001	[HCM2kAvgQ]:	7	12	9	12	11	2	4	16	4	8	6	4
#1002	[HCM2kAvgQ]:	4	4	4	3	3	3	2	11	11	3	5	5
#1003	[2Way95thQ]:	xxxx	xxxx	0.0	0.7	0.7	0.7	0.0	0.0	xxxx	0.5	xxxx	xxxx
#1004	[2Way95thQ]:	0.6	0.6	0.6	xxxx	xxxx	0.2	0.3	xxxx	xxxx	xxxx	xxxx	xxxx

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

Scenario Report

Scenario:	5. Background + Project Conditions_AM
Command:	5. Background + Project Conditions_AM
Volume:	BKG_AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	1. Project TG_AM
Trip Distribution:	Project TD
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

Trip Generation Report

Forecast for 1. Project TG_AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	1921 & 1927	1.00	1921 & 1927 W	14.00	31.00	14	31	45	100.0
	Zone 1 Subtotal					14	31	45	100.0
TOTAL						14	31	45	100.0

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

Trip Distribution Report

Percent Of Trips Project TD

Zone	To Gates 1	2	3	4	5	6
1	15.0	15.0	15.0	15.0	30.0	10.0

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

Turning Movement Report
1. Project TG_AM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1001 W San Carlos St / Stevens Creek Rd / Bascom Ave													
Base	259	692	123	134	386	91	70	178	100	187	916	183	3319
Added	0	0	2	2	0	0	0	6	0	14	12	5	41
Total	259	692	125	136	386	91	70	184	100	201	928	188	3360
#1002 W San Carlos St / Wabash Ave / Leland Ave													
Base	19	105	11	61	76	26	33	413	11	54	1099	71	1979
Added	0	0	0	0	0	0	0	9	0	0	4	0	13
Total	19	105	11	61	76	26	33	422	11	54	1103	71	1992
#1003 W San Carlos St / Cleveland Ave													
Base	0	0	8	8	4	56	0	434	0	82	1177	20	1789
Added	0	0	0	0	0	31	0	19	0	0	0	14	64
Total	0	0	8	8	4	87	0	453	0	82	1177	34	1853
#1004 W San Carlos St / Brooklyn Ave													
Base	6	6	7	0	0	71	67	422	0	0	1182	10	1771
Added	0	0	0	0	0	0	10	9	0	0	4	0	23
Total	6	6	7	0	0	71	77	431	0	0	1186	10	1794

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#1001 W San Carlos St / Stevens Cree	D	40.3	0.611	D	40.4	0.616	+ 0.073 D/V
#1002 W San Carlos St / Wabash Ave /	C	20.9	0.487	C	20.8	0.488	-0.053 D/V
#1003 W San Carlos St / Cleveland Av	D	26.4	0.124	D	25.7	0.195	-0.662 D/V
#1004 W San Carlos St / Brooklyn Ave	D	34.9	0.157	E	37.2	0.158	+ 2.272 D/V

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

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

Intersection #1001 W San Carlos St / Stevens Creek Rd / Bascom Ave

Cycle (sec):	140	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	12	Average Delay (sec/veh):	40.4
Optimal Cycle:	52	Level Of Service:	D

Street Name:	Bascom Ave						W San Carlos St / Stevens Creek R					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
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
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	259	692	123	134	386	91	70	178	100	187	916	183
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:	259	692	123	134	386	91	70	178	100	187	916	183
Added Vol:	0	0	2	2	0	0	0	6	0	14	12	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	692	125	136	386	91	70	184	100	201	928	188
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:	259	692	125	136	386	91	70	184	100	201	928	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	692	125	136	386	91	70	184	100	201	928	188
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:	259	692	125	136	386	91	70	184	100	201	928	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	5187	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.08	0.08	0.07	0.06	0.04	0.05	0.06	0.11	0.26	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.29	0.31	0.60	0.12	0.15	0.21	0.06	0.19	0.47	0.29	0.42	0.42
Volume/Cap:	0.50	0.62	0.13	0.62	0.50	0.27	0.62	0.27	0.13	0.38	0.62	0.28
Delay/Veh:	42.5	42.1	12.0	63.4	55.4	46.6	73.7	48.9	20.8	39.9	32.7	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	42.1	12.0	63.4	55.4	46.6	73.7	48.9	20.8	39.9	32.7	27.1
LOS by Move:	D	D	B	E	E	D	E	D	C	D	C	C
HCM2kAvgQ:	9	14	2	6	6	3	4	4	2	7	16	5

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

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Future Volume Alternative

Intersection #1001 W San Carlos St / Stevens Creek Rd / Bascom Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Lane Group:	L	T	R	L	T	R	L	T	R	L	T	R
#LnsInGrps:	1	2	1	1	3	1	1	2	1	1	2	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	1 xxxx	xxxx		1 xxxx	xxxx		1 xxxx	xxxx		1 xxxx	xxxx	
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	0.85	xxxx	xxxx	0.85	xxxx	xxxx	0.85
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Usr Sat Adj:	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 Sat Adj:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fnl Sat Adj:	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < No > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > >											
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Future Volume Alternative

Intersection #1001 W San Carlos St / Stevens Creek Rd / Bascom Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.29	0.31	0.60	0.12	0.15	0.21	0.06	0.19	0.47	0.29	0.42	0.42
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	8.4	12.1	2.1	5.0	5.1	3.0	2.7	3.2	2.2	6.2	14.9	4.8
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	1.0	1.5	0.1	1.4	1.0	0.4	1.3	0.4	0.2	0.6	1.5	0.4
HCM2KQueue:	9.4	13.6	2.2	6.4	6.0	3.3	3.9	3.6	2.3	6.8	16.4	5.2
70th%Factor:	1.18	1.17	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.18	1.17	1.19
HCM2k70thQ:	11.1	15.9	2.7	7.6	7.1	4.0	4.7	4.3	2.8	8.1	19.2	6.2
85th%Factor:	1.52	1.49	1.58	1.54	1.55	1.57	1.56	1.57	1.58	1.54	1.47	1.55
HCM2k85thQ:	14.3	20.3	3.5	9.9	9.3	5.2	6.2	5.6	3.7	10.5	24.2	8.1
90th%Factor:	1.65	1.60	1.76	1.69	1.70	1.74	1.73	1.73	1.76	1.68	1.58	1.71
HCM2k90thQ:	15.5	21.8	3.9	10.9	10.2	5.8	6.8	6.2	4.1	11.5	25.9	8.9
95th%Factor:	1.86	1.78	2.03	1.92	1.93	2.00	1.98	1.99	2.03	1.91	1.74	1.95
HCM2k95thQ:	17.4	24.2	4.5	12.4	11.6	6.6	7.8	7.2	4.7	13.0	28.6	10.1
98th%Factor:	2.19	2.05	2.54	2.31	2.33	2.47	2.44	2.46	2.54	2.29	1.98	2.37
HCM2k98thQ:	20.5	27.9	5.7	14.9	14.0	8.2	9.6	8.8	5.9	15.6	32.6	12.3

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

Fuel Consumption and Emissions
2000 HCM Operations Method
Future Volume Alternative

Intersection #1001 W San Carlos St / Stevens Creek Rd / Bascom Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	35 MPH			35 MPH			35 MPH			35 MPH		
NumOfStops:	54.0	147	13.4	32.3	88.8	19.0	17.1	39.4	14.0	40.0	182	31.0

Name: year 1995 composite fleet
Fuel Consumption: 150.661 pounds
24.407 gallons
Carbon Dioxide: 470.062 pounds
Carbon Monoxide: 36.970 pounds
Hydrocarbons: 6.722 pounds
Nitrogen Oxides: 1.758 pounds

Name: year 2000 composite fleet
Fuel Consumption: 150.661 pounds
24.407 gallons
Carbon Dioxide: 470.062 pounds
Carbon Monoxide: 36.970 pounds
Hydrocarbons: 6.722 pounds
Nitrogen Oxides: 1.758 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

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

Intersection #1002 W San Carlos St / Wabash Ave / Leland Ave

Cycle (sec):	140	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	9	Average Delay (sec/veh):	20.8
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Wabash Ave / Leland Ave						W San Carlos St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	19	105	11	61	76	26	33	413	11	54	1099	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	105	11	61	76	26	33	413	11	54	1099	71
Added Vol:	0	0	0	0	0	0	0	9	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	105	11	61	76	26	33	422	11	54	1103	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	105	11	61	76	26	33	422	11	54	1103	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	105	11	61	76	26	33	422	11	54	1103	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	105	11	61	76	26	33	422	11	54	1103	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.78	0.78	0.78	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.14	0.78	0.08	0.37	0.47	0.16	1.00	1.95	0.05	1.00	1.88	0.12
Final Sat.:	251	1388	145	552	688	235	1805	3504	91	1805	3361	216
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.11	0.02	0.12	0.12	0.03	0.33	0.33
Crit Moves:					****			****			****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.05	0.50	0.50	0.21	0.66	0.66
Volume/Cap:	0.34	0.34	0.34	0.50	0.50	0.50	0.37	0.24	0.24	0.14	0.50	0.50
Delay/Veh:	46.2	46.2	46.2	48.7	48.7	48.7	66.9	19.7	19.7	45.3	12.0	12.0
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:	46.2	46.2	46.2	48.7	48.7	48.7	66.9	19.7	19.7	45.3	12.0	12.0
LOS by Move:	D	D	D	D	D	D	E	B	B	D	B	B
HCM2kAvgQ:	5	5	5	6	6	6	2	5	5	2	13	13

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

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Future Volume Alternative

Intersection #1002 W San Carlos St / Wabash Ave / Leland Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Lane Group:	LTR	LTR	LTR	LTR	LTR	LTR	L	RT	RT	L	RT	RT
#LnsInGrps:	1	1	1	1	1	1	1	2	2	1	2	2
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	5	5	5	5	5	5	1 xxxx	xxxx		1 xxxx	xxxx	
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Hev Veh Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Grade Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Parking Adj:	1.00 1.00	1.00		1.00 1.00	1.00		xxxx 1.00	1.00		xxxx 1.00	1.00	
Bus Stp Adj:	1.00 1.00	1.00		1.00 1.00	1.00		xxxx 1.00	1.00		xxxx 1.00	1.00	
Area Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
RT Adj:	0.99 0.99	0.99		0.98 0.98	0.98		xxxx 1.00	1.00		xxxx 0.99	0.99	
LT Adj:	0.95 0.95	0.95		0.79 0.79	0.79		0.95 xxxx	xxxxx		0.95 xxxx	xxxxx	
PedBike Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
HCM Sat Adj:	0.94 0.94	0.94		0.78 0.78	0.78		0.95 1.00	1.00		0.95 0.99	0.99	
Usr Sat Adj:	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 Sat Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 0.95	0.95		1.00 0.95	0.95	
Fnl Sat Adj:	0.94 0.94	0.94		0.78 0.78	0.78		0.95 0.95	0.95		0.95 0.94	0.94	
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < No > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > > >											
DelAdjFctr:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
2000 HCM Operations Method
Future Volume Alternative

Intersection #1002 W San Carlos St / Wabash Ave / Leland Ave

Approach:	North	South	East	West
Cycle Length, C:	140	140	xxxxxx	xxxxxx
Actual Green Time Per Lane Group, G:	30.22	30.22	xxxxxx	xxxxxx
Effective Green Time Per Lane Group, g:	31.22	31.22	xxxxxx	xxxxxx
Opposing Effective Green Time, go:	31.22	31.22	xxxxxx	xxxxxx
Number Of Opposing Lanes, No:	1	1	xxxxxx	xxxxxx
Number Of Lanes In Lane Group, N:	1	1	xxxxxx	xxxxxx
Adjusted Left-Turn Flow Rate, Vlt:	19	61	xxxxxx	xxxxxx
Proportion of Left Turns in Lane Group, Plt:	0.14	0.37	xxxxxx	xxxxxx
Proportion of Left Turns in Opp Flow, Plto:	0.37	0.14	xxxxxx	xxxxxx
Left Turns Per Cycle, LTC:	0.74	2.37	xxxxxx	xxxxxx
Adjusted Opposing Flow Rate, Vo:	163	135	xxxxxx	xxxxxx
Opposing Flow Per Lane Per Cycle, Volc:	6.34	5.25	xxxxxx	xxxxxx
Opposing Platoon Ratio, Rpo:	1.00	1.00	xxxxxx	xxxxxx
Lost Time Per Phase, tl:	3.00	3.00	xxxxxx	xxxxxx
Eff grn until arrival of left-turn car, gf:	11.85	3.88	xxxxxx	xxxxxx
Opposing Queue Ratio, qro:	0.78	0.78	xxxxxx	xxxxxx
Eff grn blocked by opposing queue, gq:	12.45	10.38	xxxxxx	xxxxxx
Eff grn while left turns filter thru, gu:	18.77	20.84	xxxxxx	xxxxxx
Max opposing cars arriving during gq-gf, n:	0.30	3.25	xxxxxx	xxxxxx
Proportion of Opposing Thru & RT cars, ptho:	0.63	0.86	xxxxxx	xxxxxx
Left-turn Saturation Factor, fs:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Through-car Equivalents, el1:	1.64	1.60	xxxxxx	xxxxxx
Single Lane Through-car Equivalents, el2:	1.00	2.76	xxxxxx	xxxxxx
Minimum Left Turn Adjustment Factor, fmin:	0.07	0.09	xxxxxx	xxxxxx
Single Lane Left Turn Adjustment Factor, fm:	0.95	0.79	xxxxxx	xxxxxx
Left Turn Adjustment Factor, flt:	0.95	0.79	xxxxxx	xxxxxx

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Future Volume Alternative

Intersection #1002 W San Carlos St / Wabash Ave / Leland Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.05	0.50	0.50	0.21	0.66	0.66
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	4.4	4.4	4.4	5.5	5.5	5.5	1.2	5.0	5.0	1.7	12.1	12.1
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.5	0.5	0.5	0.9	0.9	0.9	0.5	0.3	0.3	0.2	1.0	1.0
HCM2KQueue:	4.9	4.9	4.9	6.5	6.5	6.5	1.8	5.3	5.3	1.9	13.0	13.0
70th%Factor:	1.19	1.19	1.19	1.19	1.19	1.19	1.20	1.19	1.19	1.20	1.17	1.17
HCM2k70thQ:	5.8	5.8	5.8	7.7	7.7	7.7	2.1	6.3	6.3	2.2	15.3	15.3
85th%Factor:	1.55	1.55	1.55	1.54	1.54	1.54	1.58	1.55	1.55	1.58	1.49	1.49
HCM2k85thQ:	7.6	7.6	7.6	10.0	10.0	10.0	2.8	8.2	8.2	3.0	19.5	19.5
90th%Factor:	1.71	1.71	1.71	1.69	1.69	1.69	1.77	1.71	1.71	1.76	1.61	1.61
HCM2k90thQ:	8.4	8.4	8.4	10.9	10.9	10.9	3.1	9.1	9.1	3.3	21.0	21.0
95th%Factor:	1.96	1.96	1.96	1.92	1.92	1.92	2.04	1.95	1.95	2.04	1.79	1.79
HCM2k95thQ:	9.6	9.6	9.6	12.4	12.4	12.4	3.6	10.3	10.3	3.8	23.3	23.3
98th%Factor:	2.39	2.39	2.39	2.31	2.31	2.31	2.57	2.36	2.36	2.57	2.07	2.07
HCM2k98thQ:	11.7	11.7	11.7	14.9	14.9	14.9	4.6	12.6	12.6	4.8	26.9	26.9

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

Fuel Consumption and Emissions
2000 HCM Operations Method
Future Volume Alternative

Intersection #1002 W San Carlos St / Wabash Ave / Leland Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	4.0	22.1	2.3	13.3	16.6	5.7	8.0	59.5	1.6	11.0	138	8.9

Name: year 1995 composite fleet
Fuel Consumption: 52.327 pounds
8.477 gallons
Carbon Dioxide: 163.259 pounds
Carbon Monoxide: 12.514 pounds
Hydrocarbons: 2.194 pounds
Nitrogen Oxides: 0.586 pounds

Name: year 2000 composite fleet
Fuel Consumption: 52.327 pounds
8.477 gallons
Carbon Dioxide: 163.259 pounds
Carbon Monoxide: 12.514 pounds
Hydrocarbons: 2.194 pounds
Nitrogen Oxides: 0.586 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

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

Intersection #1003 W San Carlos St / Cleveland Ave

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: D[25.7]

Street Name:	Cleveland Ave						W San Carlos St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 1		0 0	1! 0	0	0 0	2 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	8	8	4	56	0	434	0	82	1177	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	8	8	4	56	0	434	0	82	1177	20
Added Vol:	0	0	0	0	0	31	0	19	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	8	8	4	87	0	453	0	82	1177	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	8	8	4	87	0	453	0	82	1177	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	8	8	4	87	0	453	0	82	1177	34
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	227	1585	1811	606	xxxx	xxxx	xxxxx	453	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	783	74	79	445	xxxx	xxxx	xxxxx	1118	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	783	69	74	445	xxxx	xxxx	xxxxx	1118	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	0.12	0.05	0.20	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	271	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	25.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	9.6			25.7			xxxxxx			xxxxxx		
ApproachLOS:	A			D			*			*		

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

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #1003 W San Carlos St / Cleveland Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed: 4.00 feet/sec												
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period: 0.25 hour												
Upstream Signals:												
Link Index:							#7			#12		
Dist(miles):							0.000			0.000		
Speed (mph):							0.00			0.00		
SignalIndex:							#1001			#1002		
Cycle Time:							0 secs			0 secs		
InitVolume:							0	0		0	0	
Saturation:							0	0		0	0	
ArrivalType:							0	0		0	0	
G/C:							0.00	0.00		0.00	0.00	
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection												
P:							0.000	0.000		0.000	0.000	
gq1:							0.00	0.00		0.00	0.00	
gq2:							0.00	0.00		0.00	0.00	
gq:							0.00	0.00		0.00	0.00	
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons												
alpha:							0.000			0.000		
beta:							0.000			0.000		
ta (secs):							0.000			0.000		
F:							0.000			0.000		
f:							0.000	0.000		0.000	0.000	
vcmax:							0	0		0	0	
vcg:							0	0		0	0	
vcmin:							0	0		0	0	
tp:							0.0	0.0		0.0	0.0	
p:							0.000			0.000		
*** Computation 3: Platoon Event Periods												
pdom/psubo:							0.000/0.000/Unconstrained					
*** Computation 4: Conflicting Flows During Each Unblocked Period												
InitCnflVol:	1208	1828	227	1585	1811	606	0	xxxxx	xxxxx	453	xxxxx	xxxxx
AdjCnflVol:	1208	1828	227	1585	1811	606	0	xxxxx	xxxxx	453	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
ConflictVol:	1208	1828	227	1585	1811	606	0	xxxxx	xxxxx	453	xxxxx	xxxxx
*** Computation 5: Capacity for Subject Movement During Unblocked Period												
InitPotCap:	141	78	783	74	79	445	1636	xxxxx	xxxxx	1118	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
Potent Cap.:	141	78	783	74	79	445	1636	xxxxx	xxxxx	1118	xxxxx	xxxxx

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

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

Intersection #1004 W San Carlos St / Brooklyn Ave

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: E[37.2]

Street Name:	Brooklyn Ave						W San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	6	6	7	0	0	71	67	422	0	0	1182	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	6	7	0	0	71	67	422	0	0	1182	10
Added Vol:	0	0	0	0	0	0	10	9	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	6	7	0	0	71	77	431	0	0	1186	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	6	7	0	0	71	77	431	0	0	1186	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	6	7	0	0	71	77	431	0	0	1186	10
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1178	1781	216	xxxx	xxxx	598	1196	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	148	83	795	xxxx	xxxx	450	591	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	113	72	795	xxxx	xxxx	450	591	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	0.08	0.01	xxxx	xxxx	0.16	0.13	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.5	12.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	131	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	37.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*
ApproachDel:		37.2			14.5			xxxxxx			xxxxxx	
ApproachLOS:		E			B			*			*	

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

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #1004 W San Carlos St / Brooklyn Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed: 4.00 feet/sec												
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period: 0.25 hour												
Upstream Signals:												
Link Index:							#7			#12		
Dist(miles):							0.000			0.000		
Speed (mph):							0.00			0.00		
SignalIndex:							#1001			#1002		
Cycle Time:							0 secs			0 secs		
InitVolume:							0	0		0	0	
Saturation:							0	0		0	0	
ArrivalType:							0	0		0	0	
G/C:							0.00	0.00		0.00	0.00	
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection												
P:							0.000	0.000		0.000	0.000	
gq1:							0.00	0.00		0.00	0.00	
gq2:							0.00	0.00		0.00	0.00	
gq:							0.00	0.00		0.00	0.00	
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons												
alpha:							0.000			0.000		
beta:							0.000			0.000		
ta (secs):							0.000			0.000		
F:							0.000			0.000		
f:							0.000	0.000		0.000	0.000	
vcmax:							0	0		0	0	
vcg:							0	0		0	0	
vcmin:							0	0		0	0	
tp:							0.0	0.0		0.0	0.0	
p:							0.000			0.000		
*** Computation 3: Platoon Event Periods												
pdom/psubo:							0.000/0.000/Unconstrained					
*** Computation 4: Conflicting Flows During Each Unblocked Period												
InitCnflVol:	1178	1781	216	1564	1776	598	1196	xxxxx	xxxxx	0	xxxxx	xxxxx
AdjCnflVol:	1178	1781	216	1564	1776	598	1196	xxxxx	xxxxx	0	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
ConflictVol:	1178	1781	216	1564	1776	598	1196	xxxxx	xxxxx	0	xxxxx	xxxxx
*** Computation 5: Capacity for Subject Movement During Unblocked Period												
InitPotCap:	148	83	795	77	84	450	591	xxxxx	xxxxx	1636	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
Potent Cap.:	148	83	795	77	84	450	591	xxxxx	xxxxx	1636	xxxxx	xxxxx

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

Node	Intersection	NB	SB	EB	WB
1001	W San Carlos St / Stevens Creek Rd	102010	103010	102010	102010
1002	W San Carlos St / Wabash Ave / Lela	000001	000001	101100	101100
1003	W San Carlos St / Cleveland Ave	000010	000001	002000	101100
1004	W San Carlos St / Brooklyn Ave	000001	000010	102000	001100

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_AM

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1001	[HCM2kAvgQ]:	9	14	2	6	6	3	4	4	2	7	16	5
#1002	[HCM2kAvgQ]:	5	5	5	6	6	6	2	5	5	2	13	13
#1003	[2Way95thQ]:	xxxx	xxxx	0.0	1.6	1.6	1.6	xxxx	xxxx	xxxx	0.2	xxxx	xxxx
#1004	[2Way95thQ]:	0.5	0.5	0.5	xxxx	xxxx	0.6	0.4	xxxx	xxxx	xxxx	xxxx	xxxx

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

Scenario Report

Scenario:	6. Background + Project Conditions_PM
Command:	6. Background + Project Conditions_PM
Volume:	BKG_PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	2. Project TG_PM
Trip Distribution:	Project TD
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

Trip Generation Report

Forecast for 2. Project TG_PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	1921 & 1927	1.00	1921 & 1927 W	27.00	21.00	27	21	48	100.0
	Zone 1 Subtotal					27	21	48	100.0
TOTAL						27	21	48	100.0

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

Trip Distribution Report

Percent Of Trips Project TD

Zone	To Gates 1	2	3	4	5	6
1	15.0	15.0	15.0	15.0	30.0	10.0

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

Turning Movement Report
2. Project TG_PM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1001 W San Carlos St / Stevens Creek Rd / Bascom Ave													
Base	153	513	268	301	804	101	108	776	174	190	326	116	3830
Added	0	0	4	4	0	0	0	11	0	9	8	3	39
Total	153	513	272	305	804	101	108	787	174	199	334	119	3869
#1002 W San Carlos St / Wabash Ave / Leland Ave													
Base	17	28	44	33	23	14	48	1251	27	63	544	20	2112
Added	0	0	0	0	0	0	0	6	0	0	8	0	14
Total	17	28	44	33	23	14	48	1257	27	63	552	20	2126
#1003 W San Carlos St / Cleveland Ave													
Base	0	0	6	9	3	39	2	1326	11	72	573	50	2091
Added	0	0	0	0	0	21	0	25	0	0	0	27	73
Total	0	0	6	9	3	60	2	1351	11	72	573	77	2164
#1004 W San Carlos St / Brooklyn Ave													
Base	2	6	7	0	0	46	106	1290	5	0	556	17	2035
Added	0	0	0	0	0	0	19	6	0	0	8	0	33
Total	2	6	7	0	0	46	125	1296	5	0	564	17	2068

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#1001 W San Carlos St / Stevens Cree	D	44.5	0.688	D	44.8	0.699	+ 0.300 D/V
#1002 W San Carlos St / Wabash Ave /	B	14.8	0.473	B	14.8	0.475	-0.064 D/V
#1003 W San Carlos St / Cleveland Av	D	25.2	0.138	C	22.9	0.141	-2.333 D/V
#1004 W San Carlos St / Brooklyn Ave	F	59.0	0.124	F	65.3	0.136	+ 6.278 D/V

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

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

Intersection #1001 W San Carlos St / Stevens Creek Rd / Bascom Ave

Cycle (sec):	140	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	12	Average Delay (sec/veh):	44.8
Optimal Cycle:	63	Level Of Service:	D

Street Name:	Bascom Ave						W San Carlos St / Stevens Creek R					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
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
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	153	513	268	301	804	101	108	776	174	190	326	116
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:	153	513	268	301	804	101	108	776	174	190	326	116
Added Vol:	0	0	4	4	0	0	0	11	0	9	8	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	513	272	305	804	101	108	787	174	199	334	119
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:	153	513	272	305	804	101	108	787	174	199	334	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	513	272	305	804	101	108	787	174	199	334	119
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:	153	513	272	305	804	101	108	787	174	199	334	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	5187	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.17	0.17	0.16	0.06	0.06	0.22	0.11	0.11	0.09	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.20	0.36	0.24	0.29	0.47	0.18	0.31	0.47	0.16	0.29	0.29
Volume/Cap:	0.54	0.70	0.47	0.70	0.54	0.13	0.32	0.70	0.23	0.70	0.32	0.26
Delay/Veh:	56.4	54.8	35.0	53.4	42.4	20.9	50.1	44.4	22.3	63.3	39.6	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	54.8	35.0	53.4	42.4	20.9	50.1	44.4	22.3	63.3	39.6	38.9
LOS by Move:	E	D	C	D	D	C	D	D	C	E	D	D
HCM2kAvgQ:	7	12	9	13	11	2	4	16	4	9	6	4

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

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Future Volume Alternative

Intersection #1001 W San Carlos St / Stevens Creek Rd / Bascom Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Lane Group:	L	T	R	L	T	R	L	T	R	L	T	R
#LnsInGrps:	1	2	1	1	3	1	1	2	1	1	2	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	1 xxxx	xxxx		1 xxxx	xxxx		1 xxxx	xxxx		1 xxxx	xxxx	
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	0.85	xxxx	xxxx	0.85	xxxx	xxxx	0.85
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Usr Sat Adj:	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 Sat Adj:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fnl Sat Adj:	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Future Volume Alternative

Intersection #1001 W San Carlos St / Stevens Creek Rd / Bascom Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.16	0.20	0.36	0.24	0.29	0.47	0.18	0.31	0.47	0.16	0.29	0.29
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	5.5	9.8	8.1	10.8	9.7	2.2	3.6	14.2	4.0	7.3	5.4	3.6
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	1.1	2.0	0.9	2.1	1.1	0.2	0.5	2.1	0.3	2.0	0.5	0.3
HCM2KQueue:	6.6	11.8	9.0	12.9	10.8	2.4	4.1	16.3	4.3	9.3	5.9	3.9
70th%Factor:	1.18	1.17	1.18	1.17	1.18	1.19	1.19	1.17	1.19	1.18	1.19	1.19
HCM2k70thQ:	7.8	13.8	10.6	15.1	12.7	2.8	4.9	19.0	5.1	11.0	7.0	4.7
85th%Factor:	1.54	1.50	1.52	1.50	1.51	1.58	1.56	1.47	1.56	1.52	1.55	1.56
HCM2k85thQ:	10.1	17.7	13.7	19.3	16.3	3.7	6.4	24.0	6.7	14.1	9.1	6.1
90th%Factor:	1.69	1.62	1.66	1.61	1.63	1.76	1.73	1.58	1.72	1.65	1.70	1.73
HCM2k90thQ:	11.1	19.1	14.9	20.8	17.6	4.2	7.1	25.7	7.4	15.3	10.0	6.8
95th%Factor:	1.92	1.81	1.86	1.79	1.83	2.03	1.98	1.74	1.97	1.86	1.93	1.98
HCM2k95thQ:	12.6	21.4	16.8	23.1	19.7	4.8	8.1	28.4	8.5	17.3	11.3	7.8
98th%Factor:	2.30	2.10	2.20	2.07	2.14	2.53	2.43	1.99	2.42	2.19	2.34	2.44
HCM2k98thQ:	15.1	24.8	19.8	26.7	23.0	6.0	10.0	32.4	10.5	20.3	13.7	9.6

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

Fuel Consumption and Emissions
2000 HCM Operations Method
Future Volume Alternative

Intersection #1001 W San Carlos St / Stevens Creek Rd / Bascom Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	35 MPH			35 MPH			35 MPH			35 MPH		
NumOfStops:	35.2	119	52.3	69.6	169	14.2	23.4	173	25.9	47.1	65.8	23.0

Name: year 1995 composite fleet
Fuel Consumption: 185.978 pounds
30.128 gallons
Carbon Dioxide: 580.251 pounds
Carbon Monoxide: 46.063 pounds
Hydrocarbons: 8.506 pounds
Nitrogen Oxides: 2.155 pounds

Name: year 2000 composite fleet
Fuel Consumption: 185.978 pounds
30.128 gallons
Carbon Dioxide: 580.251 pounds
Carbon Monoxide: 46.063 pounds
Hydrocarbons: 8.506 pounds
Nitrogen Oxides: 2.155 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

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

Intersection #1002 W San Carlos St / Wabash Ave / Leland Ave

Cycle (sec):	140	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	9	Average Delay (sec/veh):	14.8
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Wabash Ave / Leland Ave						W San Carlos St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	17	28	44	33	23	14	48	1251	27	63	544	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	28	44	33	23	14	48	1251	27	63	544	20
Added Vol:	0	0	0	0	0	0	0	6	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	28	44	33	23	14	48	1257	27	63	552	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	28	44	33	23	14	48	1257	27	63	552	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	28	44	33	23	14	48	1257	27	63	552	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	28	44	33	23	14	48	1257	27	63	552	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.73	0.73	0.73	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.19	0.31	0.50	0.47	0.33	0.20	1.00	1.96	0.04	1.00	1.93	0.07
Final Sat.:	321	529	831	656	457	278	1805	3523	76	1805	3466	126
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.05	0.05	0.05	0.03	0.36	0.36	0.03	0.16	0.16
Crit Moves:		****						****		****		
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.20	0.75	0.75	0.07	0.63	0.63
Volume/Cap:	0.48	0.48	0.48	0.45	0.45	0.45	0.14	0.48	0.48	0.48	0.25	0.25
Delay/Veh:	60.3	60.3	60.3	60.3	60.3	60.3	46.5	6.9	6.9	64.9	11.6	11.6
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:	60.3	60.3	60.3	60.3	60.3	60.3	46.5	6.9	6.9	64.9	11.6	11.6
LOS by Move:	E	E	E	E	E	E	D	A	A	E	B	B
HCM2kAvgQ:	4	4	4	3	3	3	2	11	11	3	6	6

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

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

Level Of Service Detailed Computation Report
2000 HCM Operations Method
Future Volume Alternative

Intersection #1002 W San Carlos St / Wabash Ave / Leland Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Lane Group:	LTR	LTR	LTR	LTR	LTR	LTR	L	RT	RT	L	RT	RT
#LnsInGrps:	1	1	1	1	1	1	1	2	2	1	2	2
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	5	5	5	5	5	5	1 xxxx	xxxx		1 xxxx	xxxx	
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	1.00	1.00	1.00	1.00	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00
Bus Stp Adj:	1.00	1.00	1.00	1.00	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	0.93	0.93	0.93	0.97	0.97	0.97	xxxx	1.00	1.00	xxxx	1.00	1.00
LT Adj:	0.95	0.95	0.95	0.75	0.75	0.75	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.88	0.88	0.88	0.73	0.73	0.73	0.95	1.00	1.00	0.95	1.00	1.00
Usr Sat Adj:	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 Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fnl Sat Adj:	0.88	0.88	0.88	0.73	0.73	0.73	0.95	0.95	0.95	0.95	0.95	0.95
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < No > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > >											
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
2000 HCM Operations Method
Future Volume Alternative

Intersection #1002 W San Carlos St / Wabash Ave / Leland Ave

Approach:	North	South	East	West
Cycle Length, C:	140	140	xxxxxx	xxxxxx
Actual Green Time Per Lane Group, G:	14.61	14.61	xxxxxx	xxxxxx
Effective Green Time Per Lane Group, g:	15.61	15.61	xxxxxx	xxxxxx
Opposing Effective Green Time, go:	15.61	15.61	xxxxxx	xxxxxx
Number Of Opposing Lanes, No:	1	1	xxxxxx	xxxxxx
Number Of Lanes In Lane Group, N:	1	1	xxxxxx	xxxxxx
Adjusted Left-Turn Flow Rate, Vlt:	17	33	xxxxxx	xxxxxx
Proportion of Left Turns in Lane Group, Plt:	0.19	0.47	xxxxxx	xxxxxx
Proportion of Left Turns in Opp Flow, Plto:	0.47	0.19	xxxxxx	xxxxxx
Left Turns Per Cycle, LTC:	0.66	1.28	xxxxxx	xxxxxx
Adjusted Opposing Flow Rate, Vo:	70	89	xxxxxx	xxxxxx
Opposing Flow Per Lane Per Cycle, Volc:	2.72	3.46	xxxxxx	xxxxxx
Opposing Platoon Ratio, Rpo:	1.00	1.00	xxxxxx	xxxxxx
Lost Time Per Phase, tl:	3.00	3.00	xxxxxx	xxxxxx
Eff grn until arrival of left-turn car, gf:	4.53	2.34	xxxxxx	xxxxxx
Opposing Queue Ratio, qro:	0.89	0.89	xxxxxx	xxxxxx
Eff grn blocked by opposing queue, gq:	6.35	8.23	xxxxxx	xxxxxx
Eff grn while left turns filter thru, gu:	9.26	7.38	xxxxxx	xxxxxx
Max opposing cars arriving during gq-gf, n:	0.91	2.95	xxxxxx	xxxxxx
Proportion of Opposing Thru & RT cars, ptho:	0.53	0.81	xxxxxx	xxxxxx
Left-turn Saturation Factor, fs:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Through-car Equivalents, el1:	1.51	1.53	xxxxxx	xxxxxx
Single Lane Through-car Equivalents, el2:	1.00	2.43	xxxxxx	xxxxxx
Minimum Left Turn Adjustment Factor, fmin:	0.15	0.19	xxxxxx	xxxxxx
Single Lane Left Turn Adjustment Factor, fm:	0.95	0.75	xxxxxx	xxxxxx
Left Turn Adjustment Factor, flt:	0.95	0.75	xxxxxx	xxxxxx

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Future Volume Alternative

Intersection #1002 W San Carlos St / Wabash Ave / Leland Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.20	0.75	0.75	0.07	0.63	0.63
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.2	3.2	3.2	2.5	2.5	2.5	1.5	10.2	10.2	2.4	5.2	5.2
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.8	0.8	0.8	0.8	0.8	0.8	0.2	0.9	0.9	0.8	0.3	0.3
HCM2KQueue:	4.1	4.1	4.1	3.3	3.3	3.3	1.7	11.1	11.1	3.2	5.5	5.5
70th%Factor:	1.19	1.19	1.19	1.19	1.19	1.19	1.20	1.18	1.18	1.19	1.19	1.19
HCM2k70thQ:	4.9	4.9	4.9	4.0	4.0	4.0	2.0	13.0	13.0	3.8	6.6	6.6
85th%Factor:	1.56	1.56	1.56	1.57	1.57	1.57	1.58	1.51	1.51	1.57	1.55	1.55
HCM2k85thQ:	6.4	6.4	6.4	5.2	5.2	5.2	2.7	16.7	16.7	5.0	8.6	8.6
90th%Factor:	1.73	1.73	1.73	1.74	1.74	1.74	1.77	1.63	1.63	1.74	1.70	1.70
HCM2k90thQ:	7.1	7.1	7.1	5.8	5.8	5.8	3.0	18.1	18.1	5.5	9.4	9.4
95th%Factor:	1.98	1.98	1.98	2.00	2.00	2.00	2.05	1.82	1.82	2.00	1.94	1.94
HCM2k95thQ:	8.1	8.1	8.1	6.6	6.6	6.6	3.5	20.2	20.2	6.4	10.7	10.7
98th%Factor:	2.43	2.43	2.43	2.47	2.47	2.47	2.58	2.13	2.13	2.48	2.35	2.35
HCM2k98thQ:	9.9	9.9	9.9	8.2	8.2	8.2	4.4	23.6	23.6	7.9	13.0	13.0

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

Fuel Consumption and Emissions
2000 HCM Operations Method
Future Volume Alternative

Intersection #1002 W San Carlos St / Wabash Ave / Leland Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	4.0	6.6	10.3	7.7	5.4	3.3	9.9	122	2.6	15.1	61.2	2.2

Name: year 1995 composite fleet
Fuel Consumption: 46.228 pounds
7.489 gallons
Carbon Dioxide: 144.232 pounds
Carbon Monoxide: 10.681 pounds
Hydrocarbons: 1.768 pounds
Nitrogen Oxides: 0.517 pounds

Name: year 2000 composite fleet
Fuel Consumption: 46.228 pounds
7.489 gallons
Carbon Dioxide: 144.232 pounds
Carbon Monoxide: 10.681 pounds
Hydrocarbons: 1.768 pounds
Nitrogen Oxides: 0.517 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

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

Intersection #1003 W San Carlos St / Cleveland Ave

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[22.9]

Street Name:	Cleveland Ave						W San Carlos St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 1! 0			0 0	0 1 0 1 0		1 0 1 1 0		
Volume Module:												
Base Vol:	0	0	6	9	3	39	2	1326	11	72	573	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	6	9	3	39	2	1326	11	72	573	50
Added Vol:	0	0	0	0	0	21	0	25	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	6	9	3	60	2	1351	11	72	573	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	6	9	3	60	2	1351	11	72	573	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	6	9	3	60	2	1351	11	72	573	77
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	681	1435	2122	325	650	xxxx	xxxxx	1362	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	398	96	51	677	946	xxxx	xxxxx	511	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	398	84	44	677	946	xxxx	xxxxx	511	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	0.11	0.07	0.09	0.00	xxxx	xxxx	0.14	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.2	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	13.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	A	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	272	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	22.9	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	14.2			22.9			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #1003 W San Carlos St / Cleveland Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed: 4.00 feet/sec												
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period: 0.25 hour												
Upstream Signals:												
Link Index:							#7			#12		
Dist(miles):							0.000			0.000		
Speed (mph):							0.00			0.00		
SignalIndex:							#1001			#1002		
Cycle Time:							0 secs			0 secs		
InitVolume:							0	0		0	0	
Saturation:							0	0		0	0	
ArrivalType:							0	0		0	0	
G/C:							0.00	0.00		0.00	0.00	
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection												
P:							0.000	0.000		0.000	0.000	
gq1:							0.00	0.00		0.00	0.00	
gq2:							0.00	0.00		0.00	0.00	
gq:							0.00	0.00		0.00	0.00	
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons												
alpha:							0.000			0.000		
beta:							0.000			0.000		
ta (secs):							0.000			0.000		
F:							0.000			0.000		
f:							0.000	0.000		0.000	0.000	
vcmax:							0	0		0	0	
vcg:							0	0		0	0	
vcmin:							0	0		0	0	
tp:							0.0	0.0		0.0	0.0	
p:							0.000			0.000		
*** Computation 3: Platoon Event Periods												
pdom/psubo:							0.000/0.000/Unconstrained					
*** Computation 4: Conflicting Flows During Each Unblocked Period												
InitCnflVol:	1793	2155	681	1435	2122	325	650	xxxxx	xxxxx	1362	xxxxx	xxxxx
AdjCnflVol:	1793	2155	681	1435	2122	325	650	xxxxx	xxxxx	1362	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
ConflictVol:	1793	2155	681	1435	2122	325	650	xxxxx	xxxxx	1362	xxxxx	xxxxx
*** Computation 5: Capacity for Subject Movement During Unblocked Period												
InitPotCap:	52	48	398	96	51	677	946	xxxxx	xxxxx	511	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
Potent Cap.:	52	48	398	96	51	677	946	xxxxx	xxxxx	511	xxxxx	xxxxx

1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

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

Intersection #1004 W San Carlos St / Brooklyn Ave

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: F[65.3]

Street Name:	Brooklyn Ave						W San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	1	1 0	1 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	2	6	7	0	0	46	106	1290	5	0	556	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	7	0	0	46	106	1290	5	0	556	17
Added Vol:	0	0	0	0	0	0	19	6	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	6	7	0	0	46	125	1296	5	0	564	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	6	7	0	0	46	125	1296	5	0	564	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	6	7	0	0	46	125	1296	5	0	564	17
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1831	2130	651	xxxx	xxxx	291	581	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	49	50	416	xxxx	xxxx	712	1003	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	41	44	416	xxxx	xxxx	712	1003	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	0.14	0.02	xxxx	xxxx	0.06	0.12	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	74	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	65.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	65.3			10.4			xxxxxx			xxxxxx		
ApproachLOS:	F			B			*			*		

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

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1921 & 1927 W San Carlos St - PATH
Background Plus Project Conditions_PM

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #1004 W San Carlos St / Brooklyn Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed: 4.00 feet/sec												
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period: 0.25 hour												
Upstream Signals:												
Link Index:							#7			#12		
Dist(miles):							0.000			0.000		
Speed (mph):							0.00			0.00		
SignalIndex:							#1001			#1002		
Cycle Time:							0 secs			0 secs		
InitVolume:							0	0		0	0	
Saturation:							0	0		0	0	
ArrivalType:							0	0		0	0	
G/C:							0.00	0.00		0.00	0.00	
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection												
P:							0.000	0.000		0.000	0.000	
gq1:							0.00	0.00		0.00	0.00	
gq2:							0.00	0.00		0.00	0.00	
gq:							0.00	0.00		0.00	0.00	
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons												
alpha:							0.000			0.000		
beta:							0.000			0.000		
ta (secs):							0.000			0.000		
F:							0.000			0.000		
f:							0.000	0.000		0.000	0.000	
vcmax:							0	0		0	0	
vcg:							0	0		0	0	
vcmin:							0	0		0	0	
tp:							0.0	0.0		0.0	0.0	
p:							0.000			0.000		
*** Computation 3: Platoon Event Periods												
pdom/psubo:							0.000/0.000/Unconstrained					
*** Computation 4: Conflicting Flows During Each Unblocked Period												
InitCnflVol:	1831	2130	651	1474	2124	291	581	xxxxx	xxxxx	0	xxxxx	xxxxx
AdjCnflVol:	1831	2130	651	1474	2124	291	581	xxxxx	xxxxx	0	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
ConflictVol:	1831	2130	651	1474	2124	291	581	xxxxx	xxxxx	0	xxxxx	xxxxx
*** Computation 5: Capacity for Subject Movement During Unblocked Period												
InitPotCap:	49	50	416	90	51	712	1003	xxxxx	xxxxx	1636	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
Potent Cap.:	49	50	416	90	51	712	1003	xxxxx	xxxxx	1636	xxxxx	xxxxx

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Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

Node	Intersection	NB	SB	EB	WB
1001	W San Carlos St / Stevens Creek Rd	102010	103010	102010	102010
1002	W San Carlos St / Wabash Ave / Lela	000001	000001	101100	101100
1003	W San Carlos St / Cleveland Ave	000010	000001	010100	101100
1004	W San Carlos St / Brooklyn Ave	000001	000010	101100	001100

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Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1001	[HCM2kAvgQ]:	7	12	9	13	11	2	4	16	4	9	6	4
#1002	[HCM2kAvgQ]:	4	4	4	3	3	3	2	11	11	3	6	6
#1003	[2Way95thQ]:	xxxx	xxxx	0.0	1.0	1.0	1.0	0.0	0.0	xxxx	0.5	xxxx	xxxx
#1004	[2Way95thQ]:	0.7	0.7	0.7	xxxx	xxxx	0.2	0.4	xxxx	xxxx	xxxx	xxxx	xxxx

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